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Environmental
assessment and
"nationwide"
programmatic
section 4(f)
evaluation for BR
9048(11)

ENVIRONMENTAL ASSESSMENT

& "Nationwide" Programmatic Section 4(f) Evaluation

Stillwater River Bridge
NE Of Absarokee

BR 9048(11) • CN2295

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ENVIRONMENTAL ASSESSMENT

and

"Nationwide" **PROGRAMMATIC** ***Section 4(f)*** **EVALUATION**

FOR

BR 9048(11)

STILLWATER RIVER BRIDGE - NE Of ABSAROKEE

(P.M.S. Control #2295)

IN

STILLWATER COUNTY, MONTANA

This document is prepared in conformance with the *Montana Environmental Policy Act (MEPA)* requirements and contains the information required for an Environmental Assessment under the provisions of ARM 18.2.237(2) and 18.2.239. It is also prepared in conformance with *National Environmental Policy Act (NEPA)* requirements for an Environmental Assessment under 23 CFR 771.119, and *Section 4(f)* of the *U.S. DEPARTMENT OF TRANSPORTATION Act* under 23 CFR 771.135.

Submitted pursuant to **42 U.S.C. 4332(2)(C), 49 U.S.C. 303,**
and **Sections 75-1-201 & 2-3-104, M.C.A.**

by the

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

and the

MONTANA DEPARTMENT OF TRANSPORTATION

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SUMMARY

The MONTANA DEPARTMENT OF TRANSPORTATION (MDT) is proposing to construct a new bridge for the existing "Riverside Inn" crossing of the Stillwater River. This Environmental Assessment (EA) has been prepared to identify potential environmental impacts and mitigation resulting from this action. This proposed project is located in Stillwater County, approximately 3 kilometers/km (1.9± miles/mi) northeasterly-of Absarokee. The present bridge connects Montana Primary highway route #78 (P-78) with two county roads north-northwesterly-of the historic "Riverside Inn" property.

This proposed action consists-of replacing the existing 4.7± meter/m (15.5± ft) wide, 53.95± m (177± ft) long steel and wood deck structure with a new 7.9± m (25.9± ft) wide, 55.25± m (181.25± ft) long, prestressed/steel-reinforced concrete structure west-southwesterly (upstream) from the existing bridge. This proposal also includes construction of new approach roads between P-78 above the river's south-easterly (right) bank, and the county's North Stillwater and Miller roads to the north.

The existing structure, known-locally as the "Riverside Inn" or "Garrigus" and/or "Thompson's" bridge, was built around (*c.*) 1907, but was determined to be ineligible for listing on the National Register of Historic Places (NRHP). Rehabilitation of this bridge to current highway standards would be difficult and expensive due to height, width, and load limitations. The latest structural sufficiency rating for the bridge is 17.0, on a scale ranging from 0 (non-functional) to 100 (optimal condition). The bridge currently has a posted safety load of 7.25± metric tonnes(8 tons). As the two lane road narrows to one at the bridge, this proposed project's "Build" alternative will provide a safer and more efficient facility for all road users at this location.

The alternatives initially identified for this study were the "No Build" alternate, the rehabilitation alternate, and four alternate "Build" alignments. The "No Build" alternative would provide maintenance and minor safety improvements for the existing bridge, but it would not correct the deficiencies of the bridge and/or its approaches. The rehabilitation option and three of the "Build" alternate's approaches and structure locations were eliminated prior-to detailed evaluations.

MDT's "*preferred*" "Build" alternative's proposed new crossing will be 125± m west-southwesterly from (410± ft upstream of) the existing crossing. This alignment will avoid conflicts with historic buildings at the "Riverside Inn" site which are adjacent-to the existing bridge's southerly approach, and maintains traffic over the present crossing during construction. Grades/vertical alignment are controlled-by the intersections at each end of the proposed new bridge's approaches.

This proposed project was evaluated for its potential social, economic, and environmental impacts. A summary of those impacts and their proposed mitigation are presented in "**Table S-1**" on the following pages (ii & iii).

Table S-1

Impact and Mitigation Summary

Issue	Impact	Mitigation
Land Use/Right-of-Way (R-o-W)/easements	1.35± hectares/ha (3.34± acres/ac) of new R-o-W, 0.05± ha (0.1± ac) for a temporary-use construction permit, and 0.05± ha (0.1± ac) for an easement will be required-for MDT's *"preferred"* alternative on this proposed project.	R-o-W will be obtained in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Act* of 1970, and the *Uniform Relocation Act* Amendments of 1987. No substantive changes in land use, nor displacements of residences, farm structures, and/or businesses will occur.
Environmental Justice	Minorities, low-income populations, and/or ethnic neighborhoods.	No adverse impacts; proposed action complies w/*Civil Rights Act* of 1964, and E.O.12898.
Travel/Access	Proposed bridge and southerly approach modified to accommodate outfitter's needs. Includes an underpass for a new horse/equipment access road w/culvert to cross an existing irrigation ditch.	Will result in overall improvement to the public road and bridge system in this area of Stillwater County. Field access across proposed project's route will be maintained for commercial outfitting operation.
Social	Location, distribution, density or growth rate of the area's population.	No adverse impacts.
Important Farmlands	Approximately 0.6 ha (1.5± ac) of (former) SCS-designated Statewide Important Farmland impacted.	Proposed impact is not considered significant in terms of Important Farmlands within the county.
Economic Activity	No direct long-term adverse or beneficial effects on the local and/or regional economies.	Proposed action will have no significant impacts; see also "Travel/Access" in regards to commercial outfitters' use.
Parks/Recreation	No significant/long-term disruption of river's recreational use at this location.	No designated/managed Fishing Access Site/*NL&WCF - Section 6(f)* land/public park/recreation area in either proposed project's or current bridge's area.
Floodplains	Will not promote or encourage development within FEMA-delineated floodplain, nor increase flood liability hazard from its construction.	A Floodplain Development Permit for this proposed project was issued-by the county. Landowner on SE side of the existing crossing requested the existing bridge's abutment remain to control erosion and reduce the potential for local flooding. Complies w/E.O.11988.
Seeding	Proposed construction will result in temporary soil disturbances.	Permanent desirable vegetation will be re-established over all disturbed areas; proposed action in accordance w/**7-22-2152** and **60-2-208, M.C.A.**

(concluded-on next page)

Table S-1

Impact and Mitigation Summary `(conclusion:)`

Issue	Impact	Mitigation
Erosion Control	Runoff/sedimentation from exposed (unvegetated)/disturbed areas during proposed project's construction.	An MPDES authorization ^{w}/approved ecp's under ARM 16.20.1314 will be obtained-for this proposed project.
Water Quality	Limited-to period for the proposed construction of new bridge support piers and placement of "rip-rap" around abutments.	Both a *Clean Water Act - Section 404* and a ***124SPA*** permit will be obtained prior-to construction. No permanent impacts to water quality will result.
Wetlands	MDT's "*preferred*" alternative will fill approximately 0.06 ha (0.15± ac) of Class IV wetland.	Due-to both the minor amount and impracticality of on-site mitigation, proposed impact will be accounted-for through MDT's Wetland Ledger.
Threatened/Endangered (T/E) Species	Four Federally-listed T/E Species identified-in the general vicinity.	No reported or observed occurrences of T/E Species in proposed project's area.
Biological Resources	MDT's "*preferred*" alternative will have minor impacts on aquatic (*i.e.*: fish, principally trout), and plant species.	No work in river Mar. - Apr. or Oct., see also "Seeding" for mitigation of impacts on plants. No negative impacts to rare or sensitive terrestrial species.
Cultural Resources	Two sites: "Riverside Inn" (24ST164) and "Roadhouse Ditch" (24ST206) identified.	Will result in No Adverse Effect on the "Riverside Inn" and No Effect to the "Roadhouse Ditch." SHPO concurred.
Traffic Noise	Residences nearby, but existing and future traffic levels (ADT) too low to accurately measure noise levels.	Complies with both FHWA's Noise Abatement criteria under 23 CFR 772, and MDT's Noise Policy, as amended.
Visual	MDT's "*preferred*" alternative will result in new crossing ^{w}/new approaches & bridge, and removal-of existing bridge.	Not regarded-as a significant detraction from overall setting, and existing bridge will be preserved (in another locale).
Air Quality	Located in "unclassified/attainment" area under 40 CFR 81.327.	Complies^{w}/*Section 176(c)* of the *Clean Air Act* (**42 U.S.C.7521(a)**, as amended).
Hazardous Substances	Some lead-based paint remaining on existing bridge, which also has treated timber decking.	Disposal in accordance with EPA, OSHA, and MDEQ regulations, any remaining paint to become responsibility of existing bridge's new owner.
U.S.D.o.T.- Section 4(f)	"No Adverse Effect" determination on "Riverside Inn" site (24ST164).	Programmatic *Section 4(f)* Evaluation form under Part **V.**
Construction	Traffic disruptions, noise, dust, etc.	Existing bridge remain in-use until MDT's "*preferred*" alternative completed, other effects to be controlled and short-term in duration.

METRIC CONVERSION

In accordance with recent Executive Orders and Secretary of Commerce direction, Federal Highway Administration and supporting agency plans are to be presented in metric units. This document, where appropriate, will reflect both English and metric units side by side to assist the reader. The metric unit is shown first followed by the English unit in parentheses. For example: 13.7 kilometers (8.5 miles). The following is a brief summary of the conversion factors and units used in this document:

Metric Units	English Units	Conversion Factor (Metric to English)
millimeter (mm)	inch (in)	0.0394
meter (m)	foot (ft)	3.2808
kilometer (km)	mile (mi)	0.6214
hectare (ha)	acre (ac)	2.4711
metric tonnes	tons	1.1023

ABBREVIATIONS AND ACRONYMS

±	approximately
ac	acre(s)
ACHP	Advisory Council on Historic Preservation
BRR	Biological Resources Report
CoE	U.S. Army's Corps of Engineers
DEIS	DRAFT Environmental Impact Statement
EA	Environmental Assessment
E.O.	Executive Order
e.o.r.	element occurrence record
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	U.S. Department of Transportation's Federal Highway Administration
ft	foot (feet)
ha	hectare(s)
in	inch(es)
km	kilometer(s)
m	meter(s)
mi	mile(s)
MDEQ	Montana Department of Environmental Quality
MDT	Montana Department of Transportation
MFWP	Montana Department of Fish, Wildlife & Parks
MNHP	Montana Natural Heritage Program
NRCS	U.S. Department of Agriculture's Natural Resources Conservation Service
NRHP	National Register of Historic Places
SR	Sufficiency Rating
USFWS	U.S. Department of the Interior's Fish & Wildlife Service
USGS	U.S. Department of the Interior's Geological Survey

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I. PURPOSE OF, AND NEED FOR ACTION

The MONTANA DEPARTMENT OF TRANSPORTATION (MDT) is proposing to replace a bridge over the Stillwater River. The existing "Riverside Inn" bridge (also known locally as the "Garrigus" or "Thompson's" bridge) has been in place and in use for over nine decades. Rehabilitation of this bridge to current highway standards would be costly and difficult due to height, width, and load limitations. Therefore, as set-forth by MDT's Bridge Management Program criteria for off-system bridge funding, this crossing is eligible, and has been nominated by the county, for replacement.

The Stillwater River bridge project is proposed to increase the safety and efficiency of the crossing, both for local and through traffic. The area northerly-of the Stillwater River is served-by both the "Riverside Inn" bridge, and the "Johnson" bridge located approximately 4.0 km (2.5± mi) west-southwesterly (upstream). The "Johnson" bridge is a truss with similar width, height and load limitations as, and is an older structure than the "Riverside Inn" bridge. County officials determined the importance of having one structure capable of carrying wide loads over the Stillwater River in this proposed project's portion-of Stillwater County. The "Riverside Inn" bridge is primarily used for access between Montana highway (Primary route) № 78 (P-78) and both the North Stillwater and Miller county roads. It serves properties northerly-of the Stillwater River for residential/service traffic with farming and irrigation ditch equipment frequently crossing here.

A. Location of the Proposed Project

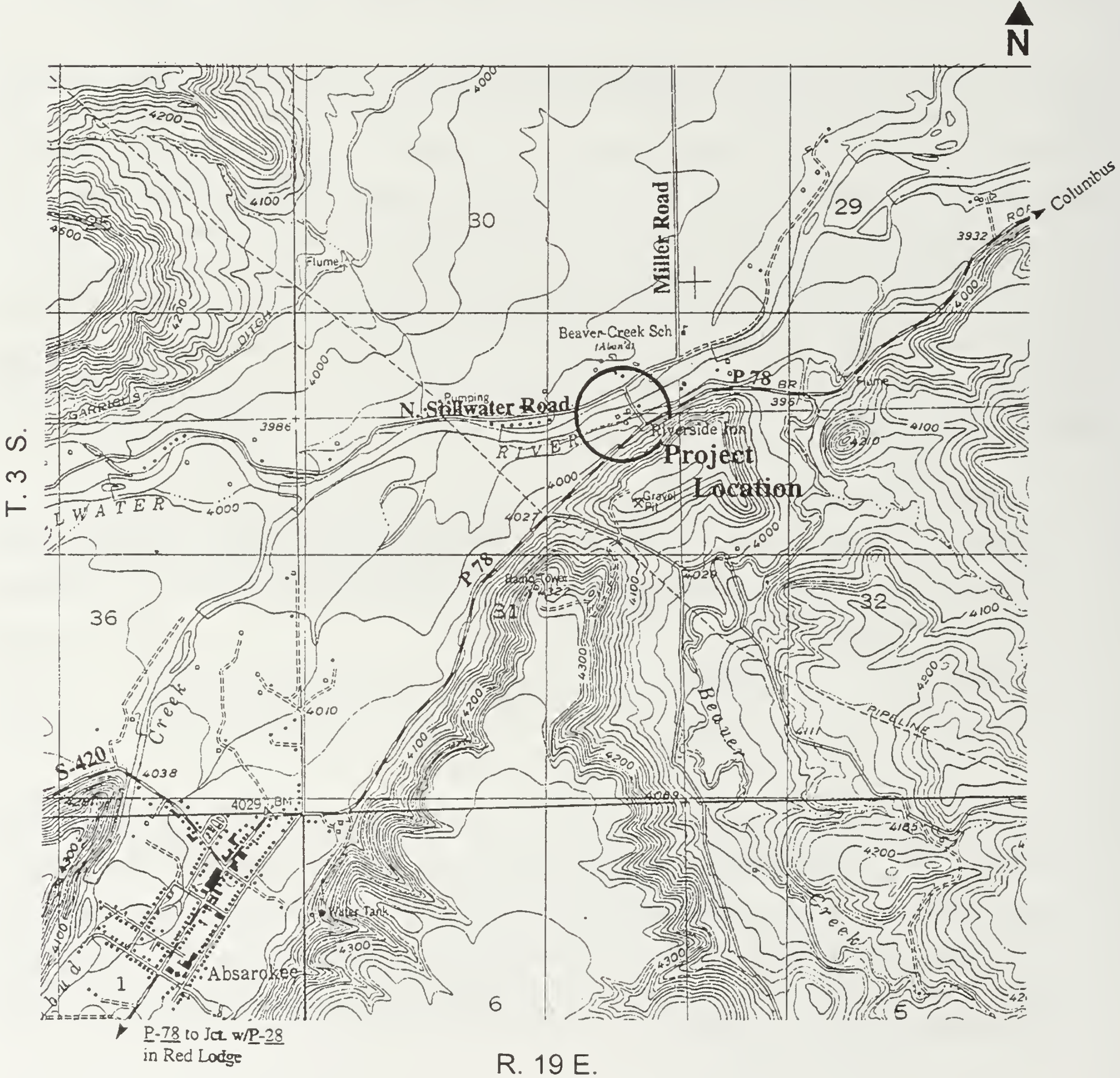
This proposed bridge-replacement project is approximately 2.9 km (1.8± mi) northeasterly-of the unincorporated community of Absarokee. It is located in south-central Stillwater County, within the following legal descriptions:

Township	Range	Section(s)
3 - South	19 - East	Lots 5 - 7 of 30
		Lots 1 - 3 of 31

The nearest major highway transportation route is P-78, which begins at its junction with U.S. highway #212 (P-28) on the northerly side of Red Lodge, approximately 55.5 route-km's (35.5± route-mi) south-southeasterly. This proposed project's connection-to P-78 is km 55.4± (MilePost/MP 34.4± [note: MDT also refers-to MP's as "Reference" Posts/R.P.'s]), which is approximately 19.8 route-km's (12.3± route-mi) southwesterly-of Columbus. **Figure 1** (on the following page) illustrates this proposed project's location.

Figure 1
USGS - Project Location Map

Project Nº BR 9048(11)
Stillwater River Bridge - NE of Absarokee
Stillwater County
(P.M.S. C#2295)
Project Length = 0.7± km (0.4± mi)



USGS: Absarokee Quadrangle

B. Need for Proposed Project

The existing structure, constructed in 1907, is in generally poor condition. All steel members show moderate to severe corrosion. Some vertical truss members have had utility attachments welded to them. Stringers and decking are generally in poor condition with areas of decay and burned sections, and the steel caisson substructure is scaled and pitted at the water line.

1. Safety and Efficiency

The existing "Riverside Inn" Bridge has very restricted visibility for drivers. This is due to-its design (a Pratt through-truss), approach alignments [a deflection 18± m (60± ft) from its southerly end, and a "T-type" intersection 9± m (30± ft) beyond its northerly end], and surroundings (dense vegetation on the southerly/right bank to a somewhat more dispersed variety along the opposite side). Also, the existing crossing has a curb-to-curb width of 4.4± m (14.5± ft) on a timber deck, with a maximum vertical clearance of 4.3± m (14.2± ft.). The proposed new bridge will have greater sight-distances, and no vertical clearance restrictions. Construction of a wider bridge will allow traffic to move more quickly and safely over the Stillwater River at this location.

The existing bridge's southerly approach road "drops-off" steeply from its junction with P-78's (current) alignment. Grades on this existing road's vertical alignment exceed ten percent (10%), and driver sight-distances are also restricted northeasterly on P-78 due-to both foliage and topography (a hillside rising steeply to the southeast). The county road next crosses the historic "Roadhouse Ditch" irrigation waterway, and passes immediately to the northeast of the "Riverside Inn" historic structures. Driver sight-distances are restricted there by both vegetation along, and the buildings on both sides of the roadway. Its horizontal alignment then makes an abrupt "bend" to the right, narrows from an approximate 6.7 m (22.0± ft) two-lane width to a 4.4± m (14.5± ft) width for the one-lane bridge. The northerly alignment runs from that one-lane width directly into the intersection with the North Stillwater (on the west-southwest/left) and Miller (on the east-northeast/right) roads. There is also a driveway approach into a farm complex (dwellings, storage sheds, outbuildings, etc.) that is slightly "offset" by about 2 m (6± ft) east-northeasterly from that intersection. This latter also poses a potential hazard to drivers on this northerly end of the present bridge as it is also partially-obscured by adjacent foliage.

The proposed new bridge's southerly approach alignment will initially start down a three percent (3±%) grade from P-78's current location. This will then change to a maximum of 7.05±% (which could later be reduced-to5 .25±%, pending MDT's proposed reconstruction of P-78), followed by a 2±% descent across the proposed new bridge. Both the North Stillwater and Miller road's alignments will be shifted north-northwesterly. That will allow for a minimum separation of 17± m (55± ft) from the proposed new bridge's north-northwesterly end to those county roads' "T-type" intersection. Both of those county roads will be reconstructed for a total of 0.6± km (0.35± mi) to improve their vertical alignments. That will extend driver sight-distances at that proposed new "T-type" intersection on the northerly end of the proposed new crossing.

2. Road/Bridge Use

The "Riverside Inn" Bridge connects P-78 on the southerly side of the river, with two gravel county roads (North Stillwater and Miller roads) on the northerly side of the river. Although the area consists mainly of agricultural and rural residential use, timely access for emergency vehicles is also dependent upon the bridge. The closest alternative river crossing is the "Johnson" bridge, another one-lane truss structure located approximately 4.0 km west-southwesterly (2.5± mi upstream). The Miller Road connects-to/ends at its intersection with the county's Huntley Butte Road some 10± km (6± mi) north-northeasterly of this proposed project, the latter follows the Huntley C$^{r.}$'s valley about 7± km east-northeasterly (4½± mi downstream) to its junction with Countryman C$^{r.}$ Road. This latter route crosses the Stillwater River, and originates at km 71.4± (MP 44.4±) on P-78 near "Fireman's Point" about 4 km (2¼± mi) easterly of its junction with (and easterly end of) Huntley Butte Road. Countryman C$^{r.}$ Road's bridge is the nearest crossing to Miller Road's northerly end which is capable-of carrying large loads over the Stillwater River. The former's junction is also about 15.9 route-km's northeasterly (9.9± route-mi downstream) from the current "Riverside Inn" bridge's road connection-to P-78.

The nearest crossing over the Stillwater River upstream-from the "Johnson" bridge is 13± km westerly (8± mi upstream) from the present "Riverside Inn" bridge. That crossing is a single-span, 4.95± m (16.3± ft) curb-to-curb width, one-lane timber beam bridge constructed-by the county in 1984. MDT's "**INITIAL ASSESSMENT FORM**" (copy in **APPENDIX E**) for a May 12, 1998 inspection of this crossing found it was posted-for 13.6± metric tonnes (15 tons) loads.

3. Current Deficiencies

The existing "Riverside Inn" structure has a Sufficiency Rating (SR, as-of April 30, 1998) of 17.0, which is based-on its structural adequacy and safety, necessity for public use, serviceability, and functional obsolescence. The SR is used to determine a structure's adequacy both with regard to its load-carrying capabilities and its ability to accommodate the volume of the traffic on the road which it serves. Developed-by the FHWA, the SR is one-of the parameters used in regulating Federal funding for the Highway Bridge Replacement and Rehabilitation Program. It provides a basis to establish eligibility and priority for replacing or rehabilitating bridges. In general, the lower the rating (on a scale from 0 to 100) the higher the priority. Copies of the existing bridge's Structural Inventory and Appraisal (SI&A) forms, used to determine its SR, are included in **APPENDIX E** of this document. Based-on this appraisal, the present crossing is both **structurally deficient *and* functionally obsolete**.

The bridge currently has a posted safety load of 7.3± metric tonnes (8± tons), as opposed to the American Association of State Highway & Transportation Officials' (AASHTO's) recommended minimum rating of 33± metric tonnes (36 tons) for a new bridge. This low weight-rating indicates that crossing the bridge is dangerous for heavier vehicles such as livestock and other large commercial trucks or equipment. Certain types of agricultural equipment (*e.g.*: "combines" or "hay-bailers") may also be prohibited from using this crossing due-to both their weight and size.

MDT's standard minimum width for a two-lane bridge on an "Off-System" rural road is 7.2± m (23.6 ft.). The existing "Riverside Inn" bridge does not meet this minimum standard. Therefore, as set-forth by MDT's Bridge Management Program criteria for off-system bridge funding, this crossing is eligible, and has been nominated by the county, for rehabilitation and/or replacement.

4. Traffic Issues

Crossings on the existing "Riverside Inn" bridge are increasing yearly from tourism and local residential expansion. The most-recent traffic estimates for the present bridge are as-follows:

1998 Average Daily Traffic (ADT) = 70 (vehicles/day)
2018 ADT = 120
Design Hourly Volume (DHV) = 20
Directionality (D) = 55 % (northbound) 45 % (southbound)
(large) Trucks (T) = 29.5 %
ALL Trucks = 61.5 %
8.2± metric tonnes (9.0± ton) Equivalent Axle Loads (EAL's) = 11.34 (daily)

II. ALTERNATIVES

Initially, the alternatives considered for this proposed project were the "No Build," bridge rehabilitation, and four "Build" alternatives. Three of the alignment alternatives considered for bridge replacement were dismissed during initial project investigations. Each of these alternatives are discussed below.

A. "No Build"

The "No Build" alternative would include routine maintenance of the existing bridge. No construction activity would occur under this alternative. The existing alignment could not be significantly improved due-to an intersection at the northerly side of the bridge and impacts with historic buildings on the southerly side. This would continue to be a one-lane crossing, with its steeply sloped southerly approach from P-78. This alternative has essentially been in-effect since this proposed project was nominated-by the county in the Fall of 1992.

Montana highway and bridge projects are developed to meet or exceed both MDT's current design parameters and AASHTO standards. Under this alternative, the roadway width on the structure would remain 4.4± m (14.5± ft), with no changes in the current height restriction. The current load rating of 7.3± metric tonnes (8± tons) would not increase, but may decrease over time

No construction costs are associated-with this "No Build" alternative, however, it does not serve the county's purpose in nominating this proposed project.

This alternative would not improve safety or correct the geometric deficiencies of the existing bridge or its approaches. However, this "No Build" alternative is retained-for comparative purposes.

B. Bridge Rehabilitation

As with the "No Build," this alternative would not include roadway improvements. It would remain a one-lane crossing, with the steeply sloped southerly approach from P-78 and poor driver sight distances both on and beyond the bridge. Considering the deficiencies of the existing bridge, substantial upgrading would be required to meet both safety requirements and load-rating standards. The deck, stringers, floor beams, and some truss members would require replacement. As-of 1997, the estimated cost to rehabilitate the truss would be $255,000.

This alternative would neither improve safety, nor correct the geometric deficiencies of the existing bridge and/or its approaches. Therefore, rehabilitation of the existing "Riverside Inn" bridge is not considered to be a viable alternative.

C. MDT's "*Preferred*" Alternative

MDT's "*preferred*" alternative includes new approach roads and a bridge structure proposed to be located approximately 120 m west-southwesterly (395 ± ft upstream) of the existing crossing. The type of structure proposed under this alternative is a concrete 7.2 m (23.6± ft) wide, 55.25 m (181.3± ft.) long, three-span, prestressed/steel-reinforced bridge with a steel-reinforced approach span (on its southerly end). This alternative's alignment will avoid adverse effects to the historic "Riverside Inn" site, which is adjacent-to the existing "Riverside Inn" bridge's southerly approach. **Figure 2** (on p.8) illustrates the location of this proposed alternative.

Vertical alignment of the approach roads is controlled-by the intersections at each end of the roadway. The vertical alignment of the southerly approach will connect with the existing elevation of P-78. This approach would later be modified for a proposed future reconstruction of P-78's alignment and grade. The existing North Stillwater and Miller road's alignments paralleling the northerly side of the river will be raised-to a higher grade for connecting-with the roadway from the proposed new bridge (which will have a deep, prestressed concrete beam superstructure).

The existing structure is being acquired-by a private individual in accordance with MDT's bridge "adoption" policy. The bridge will be removed-by this proposed project's contractor, and transported by that private individual. The existing approach road from P-78 will be maintained-for the private use of the area resident and commercial outfitting operation at the historic "Riverside Inn" site.

The estimated cost of the proposed new bridge is $230,000 (not including roadway/Right-of-Way/easement, or associated costs).

D. Alternatives No Longer Considered

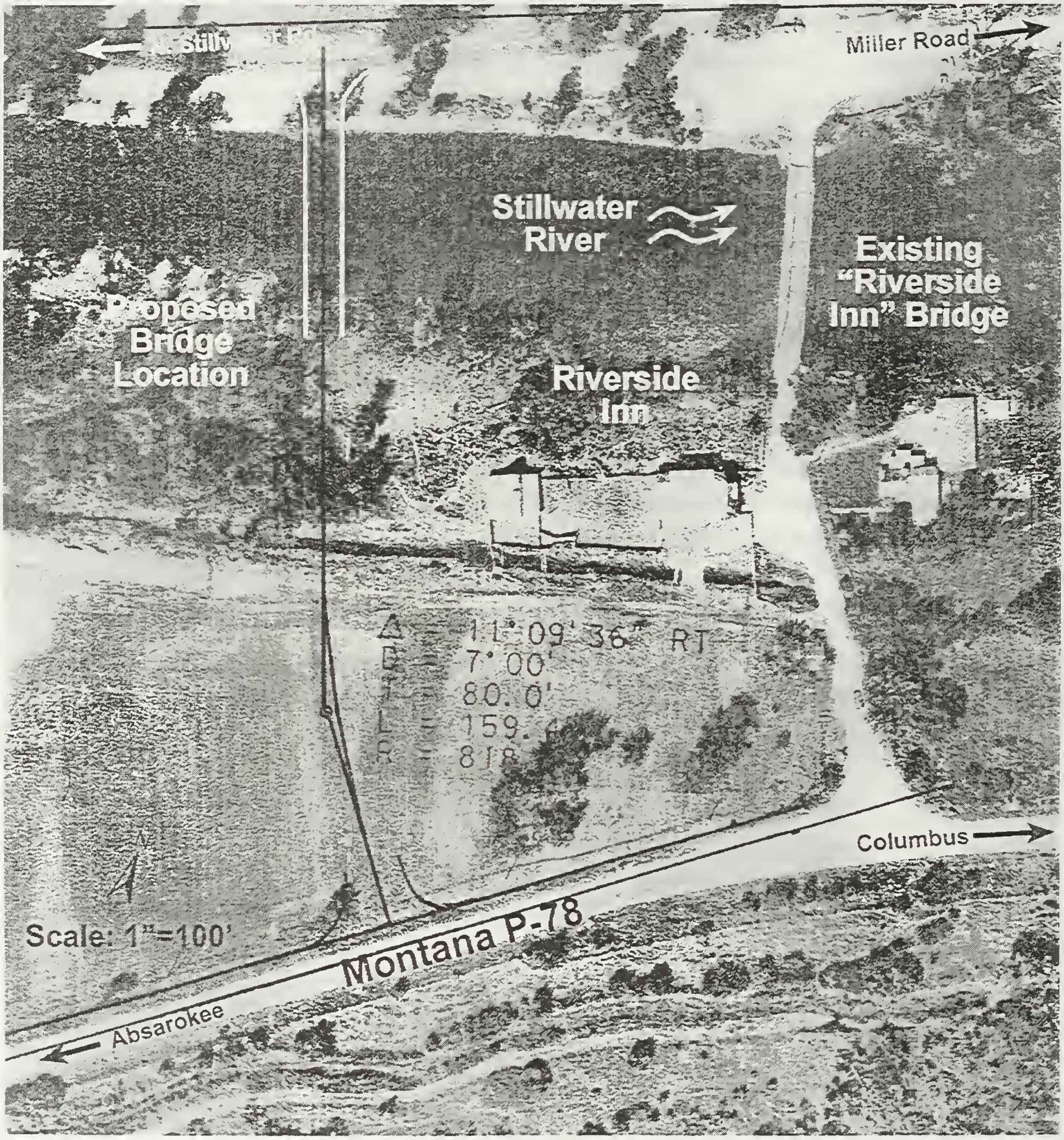
Three other "Build" alternatives were considered during this proposed project's development. The first new structure alternative would use the existing approach roads, and replace only the existing "Riverside Inn" bridge. The existing southerly approach is currently steep and intersects with a horizontal curve on P-78. Improvements to either approach are not possible with this alternative.

The second alternative would include a new crossing located approximately 30.5 m east-northeasterly (100± ft downstream) of the existing "Riverside Inn" bridge. This would require relocating a residence and come very close to (*i.e.*: have an adverse effect on) a historic barn structure.

The third alternative crosses the river about 110 m east-northeasterly (360± ft downstream) of the existing "Riverside Inn" Bridge, and would be at a "skew" to the river's channel. This alternative resulted-in a connection with P-78 on a curved section of the latter, and P-78's proposed future reconstruction posed additional problems at this alternative's intersection. It also requires a longer bridge due-to its "diagonal" crossing alignment over the river, and its northerly approach would result-in a "skew" intersection with both county roads.

These three "Build" alternatives were therefore each eliminated-from further consideration.

Figure 2
MDT's "*Preferred*" Alternative



III. IMPACTS

Identifying the social, economic, and environmental factors and resources known to be affected by this proposed action involved cooperation between Federal agencies, MDT and other state agencies, Stillwater County officials, and information from the general public.

A. Social

This includes impacts on the traveling public and/or other users of the existing and proposed transportation facility. It also includes any relocations, displacements of any ethnic minorities (or low-income groups), and/or impacts on community cohesion.

1. Travel/Access

Overall, this proposed action will be an improvement to the public road and bridge system in this area of Stillwater County. The nearest alternate crossing of the Stillwater River is at the "Johnson" bridge, approximately 4.0 km westerly from (2.5± mi upstream of) this proposed project. When completed, this proposed project's new bridge will enable heavier trucks, emergency and service vehicles, school buses, etc., to safely cross the Stillwater River at this location. The proposed alignment will provide a dependable, all-year recreational and commuter travel route to the area.

MDT's "*preferred*" alternative provide improvements in public safety, as well as a more efficient facility for all users. The proposed bridge will also provide load capacity improvements, having the ability to carry loads in excess of 13.6± metric tonnes (15 tons), as well as wider loads with no height limitations. The proposed new bridge will also be adequate for the projected future traffic on the county roads at this location (see "Traffic Issues" under section **I.B.**4. on p.5, previous).

A commercial outfitting company (or "dude" ranch) also operates in the immediate vicinity of this proposed project. At the present time, it has horseback rides which go in a westerly direction from their barn (located just southwesterly-of the existing bridge), and will require crossing the proposed southerly approach road. It is not desired to have these horseback trips cross the roadway itself, but rather pass-underneath it. Two options were presented for equestrian passage: 1) use of a large concrete "box" culvert; or 2) an additional span for the proposed new bridge.

The business operators preferred the additional span in the bridge for horse and rider safety. They also expressed concerns about clearances, high water level, ice, and access to and from the crossing under the proposed new bridge. Access to the underpass section during high water or icing conditions will be provided at two gated approaches (one on either side of the southerly approach road between the proposed new bridge and intersection with P-78). These will also be required for the passage of large farm equipment to/from/across the southerly approach road.

A 3.65± m (12.0± ft) top-width graveled roadway was considered adequate for this routing of horses and equipment (irrigation maintenance power shovel and trucks).

This proposed horse/equipment access road will parallel the proposed southerly approach's alignment until the former curves to run-beneath the proposed new bridge's southerly approach span. A concrete "twin-box" culvert crossing an irrigation ditch will therefore be extended on both sides of the proposed southerly approach's alignment for this horse/equipment road (see also the "Irrigation" section **III.B.**3. on p.13, following).

Provision of a new bridge will result-in positive impacts of improved access for all area residents and travelers, service and emergency vehicles, and businesses which rely-on crossing the Stillwater River in this area. These improvements would not be provided under the "No Build" alternative.

2. Parks & Recreation/*NL&WCF - Section 6(f)* Land

Although recreational activities/opportunities are found throughout the Stillwater Valley, there are no publicly administered/managed recreation/parkland areas within this proposed project's vicinity. The MFWP requested-that a traditional fishing access site be maintained at the northerly bank of the Stillwater, just westerly-of (upstream from) the present crossing. This site is beyond the N. Stillwater R$^{d.}$'s easement, is (therefore) on private property, and is not an officially-designated "Fishing Access Site" managed-by the MFWP. MDT has neither the regulatory authority, nor a specific policy concerning recreational-use management within public Rights-of-Way (R-o-W) and/ or easements for roadways. Where such activities occur, they often have the potential to pose hazards for the traveling public from uncontrolled parking and pedestrian access. Those activities may also contribute-to trespassing on private property adjoining the roadway's R-o-W/ easement.

Where officially-designated and publicly-managed "Fishing Access Sites" are located adjacent-to MDT projects, MDT will provide specific access for vehicles (and pedestrian facilities, if deemed appropriate) in coordination with MFWP. Where possible, MDT will work with landowners (public and private) to provide access where recreation use has been occurring on, or adjacent-to a proposed project. This will require *both* 1) agreement with landowners, and 2) must also avoid potential hazards to both the traveling public and recreationists. In this case, 1) the landowner has expressed a desire to eliminate the uncontrolled access at that locale. Therefore, MDT will not pursue the establishment of public recreational access facilities on this proposed project.

No *National Land & Water Conservation Fund (NL&WCF) Act - Section 6(f)* (**16 U.S.C. 460**) properties have been identified within the vicinity of this proposed project. No acquisition of *NL&WCF - Section 6(f)* properties will occur, and there will be no impacts by the proposed project's "Build" alternative. A copy of MFWP's April 20, 1993 letter concerning *NL&WCF - Section 6(f)* properties is also in **APPENDIX B**.

3. Pedestrians & Bicyclists

Pedestrian/bicyclist use/traffic in this proposed project's vicinity is limited and very minor. The nearest major source of such traffic is the unincorporated community of Absarokee. That locale is on P-78, and is 2.6± route-km's (1.6± route-mi) southwesterly-from this proposed project.

Currently, both P-78's narrow (2-lane) width of 6.7± m (22.0± ft) and the (current) county road's own restricted roadway tend-to restrict pedestrian/bicyclist use on the existing "Riverside Inn" bridge. Some use of this type does occur from nearby local residences and sporadic seasonal visitors, however it is sparse and intermittent.

This proposed project's "Build" alternative will not have any special features (*i.e.*: sidewalks) for pedestrian use. However, both the proposed wider approach roadways and bridge deck width will better accommodate both pedestrians and bicyclists. It will also greatly improve visibility of both pedestrians/bicyclists and drivers using the facility. Therefore, safety for all will be enhanced/improved, and it will also accommodate increases (if any) in pedestrian/bicyclist use following completion-of MDT's intended reconstruction of P-78 adjoining this proposed project.

The "No Build" alternative would not improve safety for pedestrians/bicyclists and/or drivers. Also, it would further restrict any such increased usage and thereby intensify hazards to all three types of use following completion of the proposed reconstruction on P-78.

4. E.O.12898/*Title VI* - Environmental Justice

Title VI of the U.S. *Civil Rights Act* and E.O.12898 requires that no minority or, by extension, low-income persons shall be disproportionately impacted by any project receiving Federal funds. For transportation projects, this means no particular minority may be disproportionately isolated, displaced, or otherwise subjected-to adverse effects.

This proposed bridge-replacement project will not cause any displacements, and will not have any significant impact on the location, distribution, density or growth rate of the area's population. This is a rural site and the "Build" alternative will not affect the cohesion of any communities or divide any neighborhoods. Therefore, this proposed action will not adversely impact any ethnic, low income, or other minority groups.

Both the "No Build" and the proposed "Build" alternative are in accordance with E.O.12898 and will not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations. These alternatives also comply with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (**42 U.S.C. 2000(d)**, as amended) under the FHWA's regulations (23 CFR 200).

B. ECONOMIC

This covers changes in land use (including farmlands), and impacts (if any) on local/regional economies by this proposed action.

1. Land Use/Right-of-Way/easements

This proposed project's area along the Stillwater River is in a narrow portion of the latter's valley. Land use is a combination of agricultural and rural residential use, as well as a commercial outfitting company. The use of the bridge is increasing yearly from tourism and local residential growth.

An increase in newer, larger residential construction is evident; however, neither the "No Build" nor the proposed "Build" alternative will have any significant impact on the location, distribution, density, or growth rate of the area's population.

Approximately 1.35 ha (3.34± ac) of new/additional R-o-W will be required-for MDT's "*preferred*" alternative. All lands needed for R-o-W on this proposed project are from private ownership, and will be acquired in accordance with both the *Uniform Relocation Assistance and Real Property Acquisition Act* of 1970 (**P.L. 91-646**), and the *Uniform Relocation Act Amendments* of 1987 (**P.L. 100-17**). Compensation for R-o-W acquisitions is made at "fair market value" for the "highest and best use" of the land. The R-o-W acquired for this proposed project will be conveyed-to Stillwater County as an easement (under the provisions of **7-14-2107, M.C.A.**), upon completion of this proposed project.

An additional 0.05± ha (0.1± ac) of land will be required-for a construction permit related-to the placement of field/residential access, and another 0.05± ha (0.1± ac) will be needed-for an easement to construct the new horse/equipment road passing under the approach span at the proposed new bridge's southerly end (see also "Travel/Access" section **III.A.**1. on p. 9, preceding).

No relocations of residences or businesses will be required under either the "No Build" or the "Build" alternative.

2. Farmlands

Most-of the agricultural land in the Stillwater River valley is irrigated and used for grazing, or is suited for production of crops such as oats and hay. The U.S. DEPARTMENT OF AGRICULTURE's Natural Resource Conservation Service (NRCS, formerly the Soil Conservation Service/SCS) has identified land adjacent to, and/or within this proposed project's southerly approach as Farmland of Statewide Importance. This is shown on the (former) SCS **IMPORTANT FARMLANDS** map for Stillwater County. Over 20,000± ha (50,000± ac) of farmland in Stillwater County is considered to be of statewide importance, and over 4,000± ha (10,000± ac) share the same characteristics as that in the vicinity of this proposed project. This proposed project's "Build" alternative's impact will be 0.61± ha (1.52± ac) of this Statewide Important Farmland, which is not considered significant. The "No Build" alternative would not impact any Statewide Important Farmland.

In accordance with the *Farmland Protection Policy Act* (*FPPA* - **7 U.S.C. 4201**, *et seq.*), a Farmland Conversion Impact Rating form (#AD-1006) was completed-for this proposed project's "No Build" and "Build" alternatives. Both alternatives result-in Total Points of less-than 160, and therefore, under the provisions of 7 CFR 658.4(c), part (2), no additional consideration for protection is necessary. A copy of that #AD-1006 form is also attached in **APPENDIX F**.

3. Irrigation

An existing irrigation channel (the "Roadhouse Ditch") will be crossed-by both this proposed project's southerly approach and the horse/equipment roadways.

This proposed project's "Build" alternative will have no permanent effects on the "Roadhouse Ditch" use or maintenance. The "No Build" alternative would continue using the present narrow timber structure spanning the ditch between P-78's intersection and the "Riverside Inn" site on the existing county road.

4. Local/Regional

The proposed project will not have any direct long-term adverse or beneficial effects on the local and/or regional economies. By keeping the existing bridge open during construction, only minor disruptions of business, residential and tourist traffic across the river are anticipated. Means to minimize impact on the farming and horse riding enterprise during construction will be addressed in the proposed project's construction contract. The R-o-W required-for the proposed project represents a minor loss of property from the tax rolls and will have a negligible effect on revenues for Stillwater County. Likewise, impacts on the local/regional economy from the "No Build" alternative will be negligible without the new crossing.

C. Environmental

This covers the biological, historic/cultural, and hazardous waste impacts from this proposed action.

1. Floodplains (E.O.11988)

E.O.11988 and FHWA's floodplain regulations (23 CFR 650, Subpart A) require an evaluation of this proposed action to determine if any of its alternatives encroach on the "base" floodplain. The "base" floodplain is defined-as the area covered-by water from a "100-year" flood. The "100-year" flood represents an event which has approximately a one percent (1±%) chance of occurring on any day, or a probability of occurring once in a century.

This crossing is within a floodplain delineated-by the FEMA's detailed study methods (FIRM Panel 512, PBFM Panel 512). Stillwater County administers FEMA's delineated floodplains, and the county's Floodplain Administrator has been notified about this proposed project's "Build" alternative's encroachments due-to construction (see also the "Permits Required" section **III.F.** on p.26, following). This proposed project will not promote or encourage development within the delineated floodplain, nor increase flood liability hazards from its construction. This proposed project is therefore considered to be in compliance with E.O.11988.

The landowner downstream-of the existing crossing has requested that the existing bridge's retaining wall remain in-place to prevent erosion and reduce the potential for local flooding. A special provision will therefore be included-in this proposed project's contract to not disturb that retaining wall (on the right bank, downstream-of the existing bridge).

2. Seeding/Erosion Control

Placement and removal of a workbridge (if needed), and construction of this proposed project's "Build" alternative will cause both temporary soil surface disturbances, and short-term siltation into the Stillwater River.

MDT will re-establish a permanent desirable vegetation community over all landform surface areas disturbed-by this proposed project's construction. This action will be in accordance with **7-22-2152** and **60-2-208, M.C.A.**, and a set of revegetation guidelines will be developed-by MDT that must be followed by the contractor. These specifications will include instructions on seeding methods, dates, mix components, and the types and amounts of mulch and fertilizer. Seed mixes include a variety of species to assure that areas disturbed by construction are immediately stabilized by vegetative cover. The Seeding Special Provisions developed-for this proposed project is being forwarded-to the Stillwater County Weed-Control District office for approval.

"Rip-rap" will be placed around the proposed bridge's abutments to prevent scour. An Erosion Control Plan for the proposed alignment will be submitted to the MDEQ's Water Quality Division in compliance with their *Montana Pollutant Discharge Elimination System Regulations* (ARM 16.20.1314). Best Management Practices (bmp's) will be used in the design of this Plan using guidelines as established in MDT's Highway Construction Standard Erosion Control Workplan. The objective is to minimize erosion of disturbed areas during and following construction of this proposed project.

3. Water Quality

The Stillwater River is a major, perennial, northeasterly-flowing tributary to the Yellowstone River. It drains a watershed comprised-of a substantial area within the Absaroka-Beartooth Mountains. This proposed project is located about 24 km southwesterly (15± mi upstream) from the confluence of the Stillwater with the Yellowstone River. One of the Stillwater River's largest tributaries is Rosebud Creek, which enters the Stillwater approximately 1.3 km west-southwesterly (0.8± mi upstream) from the proposed bridge's location. Rosebud Creek will not be impacted by either this proposed project's "No Build" or "Build" alternatives.

The "Build" alternative's crossing is located below the headwaters of the Stillwater River; however, no stream channel modifications are necessary for this proposed project. Impacts from this proposed project's "Build" alternative to the Stillwater River will be limited-to the construction of a temporary work bridge (if needed), new bridge support piers, and placement of "rip-rap" around both abutments. No permanent impacts to water quality will result from either the "No Build" or the "Build" alternative.

Impacts from this proposed project's "Build" alternative's construction activities will be temporary in nature, and short-term in duration. MDT's current design and construction specifications are intended to minimize water quality impacts. Work in the river will be allowed only during periods specified-by regulatory resource-management agencies (*i.e.*: the MFWP, see also the "Biological Resources" section **III.C.**6. on p.19 and the "Permits Required" section **III.F.** on p.26, following). Effects from sediment "run-off" during the demolition and construction periods will be minimized-by bmp's (see "Seeding/Erosion Control" section **III.C.**2., preceding). All work will also be in accordance *Section 319* of the *Water Quality Act* of 1987 (**P.L. 100-4**), as amended.

4. Wetlands (E.O.11990)

All wetlands areas that may be affected by a proposed project are defined under the U.S. ARMY's Corps of Engineers (CoE) 1987 Wetlands Delineation Manual criteria. These criteria require the presence of 1) hydric soils, 2) hydrophytic vegetation, and 3) a hydrologic regime for an area to be classified as a wetland. Areas meeting all three of those criteria as wetlands are rated by function, value, and classification. A wetland's function is based-on its ecological relationship absent any artificial influence(s). Its value(s) is (are) the benefits derived from one or more functions and the physical characteristics associated with that wetland. Wetlands functions and values are rated as either low, moderate, or high. Wetlands are ranked by four classifications using their functions, values, and other criteria with Class I being the highest.

MDT's environmental consultant evaluated this proposed project's area on March 27 and April 30, 1998. Results-of a wetlands resources inventory and assessment are included in the *Biological Resources Report* (**BRR**, dated June 10, 1998) that environmental consultant prepared-for this proposed project. **Figure 3** on the following page illustrates the general location of three wetlands identified within or near this proposed project. These are described as follows:

Wetland 1 is a shallow depression within a riparian area on the southerly side of the Stillwater River. It is parallel-to the river and extends-from an irrigation outlet channel just westerly-of the proposed bridge site, and crosses perpendicular-to the proposed project's southerly approach. The size of this wetland is estimated to be 0.12± ha (0.30± ac). Photograph 1 (at left) depicts this Wetland 1 viewed-from this proposed project's crossing. This wetland receives an overall CoE rating of Class IV.

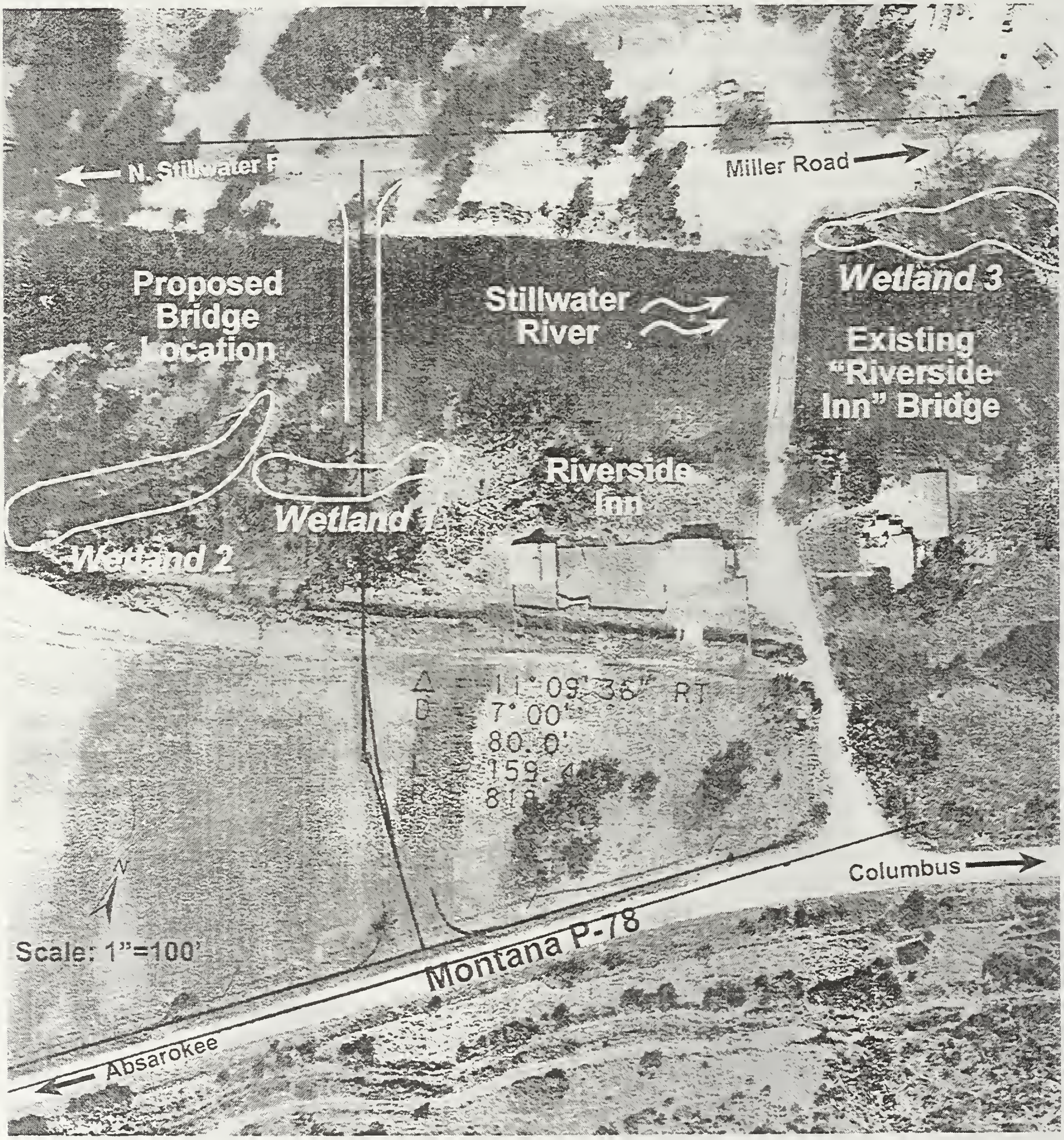
Photograph 1 - Wetland 1: looking northeasterly towards the Riverside Inn.

Wetland 2 is located just outside of, and upstream from this proposed project's construction limits. This wet-land includes an irrigation outlet stream and adjacent riparian areas. Depending-on the location and configuration of a temporary workbridge, this wetland may be subject to temporary impacts. Photograph 2 (at left) depicts this Wetland 2 viewed-from south-westerly of this proposed project's crossing.

Photograph 2 - Wetland 2: looking southwesterly towards Absarokee.

Wetland 3 is located just easterly (downstream) from the existing bridge's northerly abutment. This wetland is outside the proposed project's construction limits, but would have been impacted by the alternatives east-northeasterly from (downstream of) the present "Riverside Inn" bridge. A photo of this wetland (looking westerly/upstream) is on the last page of this proposed project's **BRR** (copy available for review at MDT).

Figure 3
Wetland Locations



Impacts

Impacts to Wetland 1 from this proposed project will result from the "Build" alternative's construction of its southerly approach alignment. The total permanent impact from that proposed "Build" alternative will be approximately 0.06 ha (0.15± ac), of Class IV wetlands.

Minor, short-term impacts related-to the placement of the workbridge piers (if needed) may also occur-in both Wetland(s) 1 & 2. Due to the dynamic nature of the riparian area, these impacts will self-repair in a short period of time. No wetlands impacts would occur under the "No Build" alternative.

Avoidance and Minimization

Most riparian areas along this stretch of the Stillwater River have similar small swale or depression type areas that would be considered wetlands. Selecting another alignment alternative other than the preferred "Build" alternative (including, but not limited to those dropped from further consideration – see the "Alternatives No Longer Considered" section **II D.** on p.7, previous) would result in a similar wetland impact. Such an impact would have resulted at Wetland 3 with either of the downstream alternative locations, and therefore, avoidance of Wetland 1 is not considered practical. This amount of impact cannot feasibly be minimized any further due-to design/safety requirements and local considerations (*e.g.*: an adverse effect to the "Riverside Inn" historic site).

Mitigation

E.O. 11990, and provisions in *Section 404* of the *Clean Water Act* (**33 U.S.C. 1251 - 1376**, see the "Permits Required" section **III.F.** on p.26, following) require-that lost wetland be mitigated with replacement on-site and in-kind, where feasible. In recognition of E.O. 11990, MDT accounts-for all wetland impacts in the form of a "Wetland Ledger." MDT's "Wetland Ledger" is periodically reviewed-by the Montana Inter-Agency Wetlands Group, which includes both Federal and state agencies with jurisdictional authority over wetlands. Due-to site conditions and the minor amount of impact, mitigation within this proposed project is not practical. The best option for mitigating impact to wetlands as a result of this project will be to accomplish mitigation at a feasible and practical location in proximity to the Stillwater River watershed. Therefore, this proposed project's impacts to Wetland 1 are accounted-for, and will be mitigated-through MDT's "Wetland Ledger."

5. Threatened/Endangered (T/E) Species

The **BRR** identified four Federally-listed T/E Species within the vicinity of this proposed project. This identification of T/E Species was conducted in accordance with *Section 7(a)* of the *Endangered Species Act* (**16 U.S.C. 1531 - 1543**), and is based-on information provided-by the USFWS. **Table 1** on the following page provides a list of those T/E species identified as being within the vicinity of this proposed project.

Table 1

Federally-Listed Threatened/Endangered Species
within the vicinity of this proposed project

Species	Scientific Name	Status
Bald Eagle	*Haliaeetus leucocephalus*	Threatened
Peregrine Falcon	*Falco peregrinus*	Endangered
Gray wolf	*Canis lupus*	Endangered
Whooping Crane	*Grus americanus*	Endangered

The critical habitats and/or occurrences for these T/E species are discussed below.

Bald Eagle (Threatened). There are regular observations of bald eagles along the Stillwater River, and they are known to winter in the valley. The nearest nesting site is approximately 3.6 km north-easterly (2.25± mi downstream) from this proposed project's crossing. This proposed project's contractor will be required-to contact either the USFWS or MFWP if any activities (*e.g.*: "staging" areas; materials processing/storage sites) occur within 0.8± km (0.5± mi) of that bald eagle habitat.

Peregrine Falcon (Endangered). No suitable habitat is located within the immediate area of this proposed project, and no peregrine falcon nests have been observed in the vicinity. The closest recorded occurrence of the peregrine is a historic eyrie located near Nye, approximately 30 km (19± mi) to the southwest (upstream).

Gray Wolf (Endangered). The Beartooth Mountains, approximately 35 km (21± mi) to the south of this proposed project, harbors a known gray wolf population. Also, gray wolves were recently reintroduced to Yellowstone National Park, and have been observed well-beyond the Park's boundaries. The gray wolf will come out of the mountains but tends to remain within a few kilometers (miles) of the main ranges. There have been unofficial sightings of wolves at various locations in the Stillwater River Valley; however, there are no official recordings or occurrences of the gray wolf within the vicinity of this proposed project.

Whooping Crane (Endangered). The area around the proposed project does not contain suitable habitat for, and is well-westerly-of (what is typically considered) the migration path for the whooping crane. There are also no known/recorded observations of the whooping crane within the vicinity of this proposed project.

Based-on this information/adherence-to the coordination discussed above and in the **BRR**, this proposed project is **not likely to adversely affect** any T/E species and/or their critical habitat.

6. Biological Resources

The **BRR** prepared for this proposed project provides a detailed accounting of the terrestrial and aquatic species, and species of special concern within this proposed project's area.

A summary of the information provided-in this proposed project's **BRR** is as-follows:

Terrestrial Resources. Wildlife within this proposed project's area includes species typical of short-grass prairie, pine breaks and riparian/riverine habitats. There will be relatively little overall impact to these species and/or habitats as the proposed work will be limited-to areas immediately adjacent to the small amount of new R-o-W/easement between P-78 and the river, and a small amount northerly-of the existing North Stillwater Road. The vegetation and habitat that will be impacted is only a small portion of comparable plant communities within the study area. Mitigation for impacts to vegetation will be provided-by seeding the disturbed areas under this proposed project's "Build" alternative (see also "Seeding" in section **III.C.**2., on p.14 previous).

Aquatic Resources. The Stillwater River has been described-by the MFWP as a high-quality rainbow and brown trout fishery. In the river's reach near this proposed project, the trout population is about 75% rainbow (*Oncorhynchus mykiss*) and 25±% brown (*Salmo trutta*). Although this stretch of the river does have some scattered areas of brown trout spawning, the majority of spawning for both species occurs further upstream and in the upper reaches of Rosebud Creek. This proposed project's reach of the Stillwater River is an important travel corridor for both species during their respective spawning seasons (fall for the brown trout, and spring for the rainbow) as they move up from both the Yellowstone River and lower reaches of the Stillwater to more suitable spawning habitat.

Mountain whitefish (*Prosopium williamsoni*) are also present in this proposed project's reach of the river, along with a variety of suckers (*Catostomidæ*), dace (*Spp.Phoxinus*), and mottled sculpin (*Cottus bairdi*).

Impacts

Permanent impact to the Stillwater River will be limited-to the proposed "Build" alternative's construction of new bridge piers and placement of permanent erosion control ("rip-rap") around the northwesterly bridge abutment. The construction, as well as the proposed location and design of the new piers, will not substantially impact water flow or fisheries resources in this proposed project's reach of the Stillwater River.

Mitigation

It is recommended that construction in the river occur outside of times when the Stillwater River is utilized as a travel corridor (fall for the brown trout and spring for the rainbow). The MFWP may specify dates (*i.e.*: March - April, and October) when proposed construction activities in the river will be restricted/prohibited.

In general, the bmp's (see the "Erosion Control" section **III.C.**2. on p.14, previous) utilized on this proposed project will minimize the effect of sediments and/or "run-off" into the river during the construction period. Special consideration should be given-to workbridge (if used) construction and removal that will limit the amount of sediments entering the Stillwater River.

Rare and Sensitive Species. According-to a search of the MNHP database and a review of this proposed project's vicinity by the MFWP, there are no records of rare or sensitive species, or any Montana species of special concern, inhabiting the immediate area or the Stillwater River within or near the vicinity of the proposed project. While there is one e.o.r. listed-for the great blue heron (*Ardea herodias*), there are no known heron habitats ("rookeries") within the vicinity of this proposed project, and none were observed.

No overhead electric transmission/distribution/service line relocations will be needed-for this proposed project's "Build" alternative (see also the "Utilities" section **III.E.**1. on p.25, following). Therefore, no "raptor-proofing" will be performed as part-of this proposed project. The effects from this proposed project's "Build" alternative have been evaluated, and there will be **no negative impacts** to rare/sensitive terrestrial or aquatic species. There will be no impacts to species of special concern.

7. Cultural/Archæological/Historical Resources

This proposed project's area was inventoried-for cultural resources under both this and an adjacent MDT-proposed project. An initial cultural resource survey was conducted in 1988 as part of MDT's "Montana P-78" (or "Absarokee - Columbus") project [№F 78-2(5)27, see also the "Other Pending/Ongoing Actions" section **III.E.**2. on p.25, following]. A cultural resource survey for this proposed bridge project's "Build" alternative was also conducted in 1993.

The following two historic sites were identified as eligible-for listing-on the National Register of Historic Places (NRHP), and which are both in the immediate area of the existing "Riverside Inn" bridge:

- the Riverside Inn (24ST164);

and

- the Roadhouse Ditch (24ST206)

The Riverside Inn historic site consists-of eight structures and features that are bisected by the existing county road. The barn structures located westerly-of that southerly approach road to/from P-78 are eligible-for the NRHP. The buildings easterly-of that road, including a residence, do not qualify-for the NRHP.

The Roadhouse Ditch is eligible-for the NRHP from its association-with the early agricultural development of the Stillwater River Valley. It is also a contributing component of the NRHP-eligible Lower Stillwater Historic Irrigation District.

The existing "Riverside Inn" bridge, which is located outside the boundaries of the Riverside Inn site, was recorded-as a(nother) historic site (24ST78) but was determined ineligible for nomination to the NRHP.

The (former Federal-Aid) Highways Bridge Replacement and Rehabilitation Program for Historic Bridge Preservation requires-that states proposing the demolition of a historic bridge (note: this applies-to all historic bridges, *regardless* of NRHP eligibility) as part-of a replacement project (under **23 U.S.C. 144(o)(4)**, as amended) "... shall first make the" (historic) "bridge available for donation to a [state or local agency] or responsible private entity if" (same agency or entity) "enters into an agreement to:

(A) maintain the bridge and features that preserves its historic significance; and

(B) assume all future legal and financial responsibility for the bridge, including an agreement to hold the state's transportation agency harmless in any liability action."

The costs incurred-by the agency or entity to preserve the historic bridge are eligible for reimbursement up to, but not in excess of the demolition estimate for that bridge. The existing "Riverside Inn" bridge was therefore advertised (by MDT) for "adoption" by any such "responsible private" party/ies (as the county was only interested in salvaging the steel "treadways" on the existing bridge's deck). A local landowner is currently negotiating with both MDT and the county to acquire the existing "Riverside Inn" Bridge, and intends-to relocate it 10.5± km (6.5± mi) from its current site. Should those negotiations not result-in that individual acquiring/moving the existing bridge, it will become property-of this proposed project's contractor and demolished following completion-of this proposed project's "Build" alternative.

Regarding NRHP-eligibility, this proposed project's "Build" alternative will have "**No Adverse Effect**" on the Riverside Inn, and "**No Effect**" to the Roadhouse Ditch. Impacts to these sites are discussed-further in the *"U.S.D.o.T. - Section 4(f)"* section (under **III.C.**12. on p.23, following). SHPO concurred-with MDT's determinations on December 14, 1995 (see copy of MDT's December 8, 1995 letter in **APPENDIX D**).

8. Noise

Although the present bridge will be replaced, the proposed project will not increase the county road's number-of through traffic lanes. Due-to the nature of "Off-System" bridge-replacement projects with their low traffic volumes and rural locations, a detailed noise analysis is not required. The estimated traffic on this proposed project (see "Traffic Issues" under section **I.B.**4. on p.5, previous) will not exceed levels for FHWA's Noise Abatement Criteria under 23 CFR 772. Traffic noise level increases will be insignificant with the completion of this proposed project's "Build" alternative. Both the "No Build" and the "Build" alternative (will) also comply-with MDT's Noise Policy, as amended.

9. Visual

The "**No Adverse Effect**" determination (in section **III.C.**7., previous) on the NRHP-eligible "Riverside Inn" was primarily based-on the change in visual character from this proposed project's "Build" alternative. The visual impacts from this proposed project's "Build" alternative include (but are not necessarily limited-to) to those listed-on the following page.

- loss of some vegetation (cottonwood trees, shrubs) on both sides of the Stillwater River;
- removal of the existing "Riverside Inn" Bridge structure;
- addition of proposed new approach roadways (including a new culvert crossing the "Roadhouse Ditch") and bridge;

and

- new alignments for both the North Stillwater and Miller roads on the northerly (left) bank of the Stillwater River.

Only vegetation within the proposed "Build" alternative's construction limits, or "clear zone" (where objects may be struck by vehicles leaving roadways, or pose as obstructions to driver's views) will be removed/cut back. The proposed "Build" alternative's new alignments and crossing will not introduce visual elements that are substantially out of character with the existing setting.

The "No-Build" alternative would have no changes to the present locale's appearances. Therefore, as neither of this proposed project's alternatives has any substantial visual impacts, no mitigation will be necessary.

10. Air Quality

This proposed project is located-in an unclassifiable/attainment area of Montana for air quality under 40 CFR 81.327, as amended. As such, this proposed project is not covered under the EPA's "Final Rule" of November 24, 1993 on Air Quality conformity. Therefore, both this proposed project's "No Build" and "Build" alternatives comply-with *Section 176(c)* of the *Clean Air Act* (**42 U.S.C. 7521(a)**, as amended).

11. Hazardous Substances

The existing bridge's steel members are coated-with a lead-based paint, and lead (Pb) is a toxic substance. The removal of lead-based (or "lead") paint is regulated-by the EPA, the Federal Occupational Safety & Health Administration (OSHA), and the MDEQ. These regulations require a complete understanding of lead-based paint removal procedures. The existing structure's timber decking and abutments may also contain hazardous materials which include (but are not limited-to) wood preservatives (*e.g.*: creosote or other aromatic hydrocarbon/$C_8H_{10}O_2$ compounds; and/or pentachlorophenol/C_6Cl_5OH).

The removal-of "lead" paint is very detailed, time-consuming, and expensive with many volumes of regulations and procedures. Before a bridge is repainted with an approved coating, its steel members must be cleaned-free of the lead-based paint. This procedure requires sand-blasting or blast-beading, and its residue must be 100% contained. Also, the contractor, MDT, and in this case, the bridge owner (Stillwater County) must take measures to test the soils, water table, and the river both prior-to and during the "lead" paint removal/repainting process.

A procedure for the workers (including respiratory surveillance, personal hygiene training, and other medical surveillance programs) to monitor levels of lead before the process begins and again upon its completion must be approved-by the regulatory agencies prior-to a proposed bridge rehabilitation project's construction. Once the lead paint is removed, it then must be sealed in special containers and shipped to an EPA-permitted treatment and disposal facility (none of which currently exist in Montana). The costs and risks to the environment also increase rapidly.

Impacts from any of these hazardous substances may result from a sudden, catastrophic collapse under the "No Build" alternative. Impacts from removing "lead" paint would occur under either the "No Build" or rehabilitation alternatives before the steel is repainted. The proposed "Build" alternative will have no substantial impacts from these hazardous substances as disposal of timbers treated with hazardous substances will be under MDT's guidelines. Those guidelines are in accordance with the EPA's, OHSA's, and the MDEQ's regulations (and those rules also apply to the "No Build" alternative). Also, any (future) owner(s, see also "Cultural/Archæological/ Historical Resources" under section **III.C.**7. on p.21, previous) of the existing "Riverside Inn" bridge will be responsible-for the proper handling and disposal of those hazardous substances *regardless* if the present structure remains in-place, is moved, or demolished.

A review of this proposed project's immediate area, and the *Comprehensive Environmental Response, Compensation, and Liability Act* of 1980 (*CERCLA* — **P.L. 96-510**, as amended) list did not identify any hazardous waste sites. Therefore, this proposed project will have no impacts regarding hazardous wastes.

12. *U.S.D.o.T. - Section 4(f)*

This proposed action is subject to the provisions of *Section 4(f)* of the *U.S. DEPARTMENT OF TRANSPORTATION Act* (**49 U.S.C. 303**, as amended). These provisions apply-to Federally funded highway actions that affect sites on or eligible-for the NRHP, publicly-owned parks, recreation areas and wildlife/waterfowl refuges or management areas. The following two *Section 4(f)* sites were identified in this proposed project's area (see also "Cultural/Archæological/Historical Resources" under section **III.C.**7. on p.20, previous):

- The Riverside Inn (24ST164);

and

- the Roadhouse Ditch (24ST206)

The proposed Stillwater River Bridge project's "Build" alternative will have **No Adverse Effect** to the Riverside Inn historic site (24ST164). Copies of the Determination of Effect with SHPO's concurrence (dated December 14, 1995), and the ACHP's concurrence (dated January 11, 1996) are in **APPENDIX D**. The Riverside Inn's historic association with the county road and river crossing will be altered as a result of this proposed project's "Build" alternative. That alteration, however, neither significantly detracts from the setting, nor results in the destruction and/or significant alteration of the historic property.

The existing "Riverside Inn" bridge is not within the site's boundaries and the county road will be perpetuated as a privately-maintained access. The property will not be neglected as a result of this proposed project, nor will it result in the transfer, lease, or sale of the historic site. The site, moreover, will continue to function as a small recreation-related business.

The proposed project's alternatives have no visual, audible, or atmospheric elements that are out of character with the property. The proposed bridge and roadway will be located 120± m west-southwesterly-from (395± ft upstream-of) the existing crossing's location. The existing two-lane roadway is surfaced with gravel, and gravel surfacing will be perpetuated-on the proposed (wider) two-lane southerly approach. This proposed project's *Section 4(f)* impacts are further documented on the "NATIONWIDE" Programmatic Evaluation form in section **V.**, following p.30.

There will be **No Effect** to the Roadhouse Ditch (24ST206); therefore, this proposed project has no *Section 4(f)* impacts on that feature.

D. Construction Impacts

Bridge construction activities from this proposed project's "Build" alternative will cause temporary inconveniences to the traveling public and recreationists. These will occasionally result-in longer travel times, detours, temporary complete closure, and noise and dust due-to the heavy machinery. These disruptions will occur intermittently for the one to two year construction period. The existing bridge will remain in-place for continued access during the majority of the construction process; therefore, traffic interruptions will be minimized.

Mitigation of construction impacts on the commercial outfitter's equestrian operations (see the "Travel/Access" section **III.A.**1. on p.9, previous) will be coordinated during R-o-W negotiations (see the "Land Use/Right-of-Way/easements" section **III.B.**1. on p.12, previous), and may include a Special Provision in this proposed project's contract.

In general, bmp's (see the "Erosion Control" section **III.C.**2. on p.14, previous) under this proposed project's "Build" alternative will be utilized to minimize the effect of sedimentation and/or "run-off" during the bridge removal and construction periods. Special consideration should be given to methods for removal of the existing bridge, as well as workbridge (if used) construction and removal, that will limit the amount of sediments entering the Stillwater River.

This proposed project's contractor will be subject-to all state and local laws to minimize construction noise by having mufflers on all equipment. Dust control will also be required by using either water, or another approved dust-suppressant. All advance warning and detour signing will be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Therefore, construction impacts from this proposed project's "Build" alternative will be minimized.

E. Secondary & Cumulative Impacts

1. Utilities

An overhead electric power distribution line is located east-northeasterly (downstream) from the existing "Riverside Inn" bridge. While this line crosses both the Stillwater River and Miller Road, it will not be affected-by this proposed project's "Build" alternative. Both underground telephone and gas distribution lines are located along P-78 and the two county roads near the Stillwater River's northerly (left) bank. Relocations of these lines will be necessary under this proposed project's "Build" alternative.

Utility relocations will be coordinated with these lines' owners, and done prior to this proposed project's construction. Notification of service interruptions due to these relocations will be the responsibility of these utility lines' owners. Such disruptions are normally minor and are usually limited to the customers on the affected lines.

There would be no impacts on any of these utility lines under this proposed project's "No Build" alternative.

2. Other Pending/Ongoing Actions

As previously referenced, MDT currently-has an action pending on P-78, which adjoins this proposed project. That pending P-78 project [MDT Nº **F-STPP 78-2(5)27**; (P.M.S. C#0920)] involves the reconstruction and widening of approximately 25.7 km (16.0± mi) of a two-lane highway. It begins at Montana Secondary highway #419's junction [km 48.3± (MP 30.0±) on P-78], approximately 1.3 km (0.8± mi) southerly-of Absarokee. Its northeasterly end is the southerly end of P-78's Yellowstone River bridge [km 74.2± (MP 46.1±)], southerly-of Columbus. A full evaluation of the impacts associated-with that pending action on P-78 is currently under-way, and will be released in a DRAFT Environmental Impact Statement (DEIS).

The proposed approach connection from P-78 to the southerly end of the "Build" alternative's (new) bridge will accommodate both the existing alignment, and P-78's (pending) future location. The latter will result-in the southerly approach on this proposed project's "Build" alternative having less of a grade than will be necessary for P-78's current route. The "No Build" alternative would not improve the present steep grade on the southerly approach's connection to P-78. It would also be necessary to reconstruct a portion of that existing approach under the pending action on P-78. This latter will be necessary under that pending action for maintaining access to the "Riverside Inn" and will be further discussed in that proposed project's DEIS.

MDT also has another pending bridge-replacement action in this proposed project's vicinity. That pending project [MDT Nº **BR 420-1(3)0** (P.M.S.C#3435)] is for S-420's crossing of Sheep Creek, and is on the northwesterly side of Absarokee. However, that pending action is over 2.0 km's (1.25± mi) southwesterly (upstream) from this proposed project. Also, no review of its plans, specifications, and estimates will (tentatively) be "Ready" before January, 2004.

Any significant cumulative environmental impacts upon this proposed project's alternatives from MDT's pending action on P-78 will be documented-through the latter's DEIS. MDT's other pending action on S-420's crossing of Sheep Creek is regarded as too-distant in locale and time to have any significant cumulative environmental impacts on and/or from this proposed project's alternatives. This proposed bridge replacement project's alternatives will therefore have no significant cumulative environmental impacts on those, and/or any other MDT projects in this part of its Billings District (№ 5).

While this proposed project's "Build" alternative will provide an additional lane on the new bridge, all connecting roads will remain as two-lane routes and the county's roads will continue to have gravel surfaces. Neither the "No Build" nor the "Build" alternative will induce significant land use changes, nor promote unplanned growth. The proposed "Build" alternative will have no significant affect on access to adjacent properties or present traffic patterns. The "No Build" alternative would continue to restrict the type and amount of traffic using the current crossing. There would be no safety improvements, and the county would (eventually) be forced to consider either closing the existing "Riverside Inn" bridge to all traffic or allocate increased funding for maintaining a nearly century-old structure. The county did not identify any (other) proposed or ongoing actions in this proposed project's vicinity.

F. Permits Required

This proposed project's "Build" alternative will require the following permits to be obtained prior-to any relevant disturbances:

This proposed project will be in compliance with both the Water Quality provisions of **75-5-308 M.C.A.** for *Section 3(a)* authorizations, and Stream Protection under **87-5-501** through **509 M.C.A.**, inclusive. A ***124SPA*** Stream Protection Permit has been requested-from the MFWP. An on-site review of this proposed project, with representatives from MFWP and MDT, will be scheduled if necessary. All comments, suggestions and/or conditions resulting from review of existing data and/or on-site will be documented, included in this proposed project's files, and taken into account in the final design specifications.

This proposed project will also require the following under the *Clean Water Act* (**33 U.S.C. 1251 - 1376**, as amended):

A *Section 402*/Montana Pollutant Discharge Elimination System (MPDES) authorization from the MDEQ's Permitting & Compliance Division; and

A *Section 404* permit from the CoE, which will determine if this proposed project qualifies-for a "Nationwide" permit under the provisions of 33 CFR 330.

A FEMA floodplain development authorization (see also "Floodplains" under section **III.C.**1. on p.13, previous) has been received-from Stillwater County's Floodplain Administrator.

IV. COMMENTS & COORDINATION

A. Public Agencies

MDT contacted the following agencies and parties in preparing this Environmental Assessment (EA):

1. List of Agencies with Jurisdiction and/or Permitting Authority:

   Advisory Council on Historic Preservation (ACHP, reviewed "Determinations of Effect")

   MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY (MDEQ, MPDES authorization)

   MONTANA DEPARTMENT OF FISH, WILDLIFE & PARKS (MFWP, *124SPA* permit)

   State Historic Preservation Office (SHPO, reviewed/concurred with "Determinations of Effect")

   STILLWATER COUNTY (FEMA Floodplain Development Permit, Weed Control District)

   U.S. ARMY's Corps of Engineers (CoE, *Clean Water Act - Section 404* permit)

   STILLWATER COUNTY is a Cooperating Agency on this proposed project's environmental documentation, and its Commissioners, Road & Bridge, and Planning Departments were each sent ROUGH DRAFTs of this EA and P4 *(f)* (under section **V.** following p.30) to review (none had any comments, see copy of April 23, 1999 letter at end of **APPENDIX B**).

2. List of Other Agencies, Groups, or Persons Contacted, or Having Contributed Information:

   MONTANA DEPARTMENT OF NATURAL RESOURCES & CONSERVATION (MDNR&C)

   Montana Natural Heritage Program (MNHP)

   STILLWATER COUNTY's PLANNING and ROAD & BRIDGE DEPARTMENTS

   U.S. DEPARTMENT OF THE INTERIOR's Fish & Wildlife Service (USFWS)

   U.S. DEPARTMENT OF AGRICULTURE's - Natural Resources Conservation Service (NRCS)

   Barron Ranch (landowner)

   Miller Ranch (landowner, Ralph Yates, *et al* ["Roadhouse Ditch" water users])

B. Public Involvement

A Public Informational Meeting about this proposed project was held on May 24, 1996 in the Absarokee school. This Meeting resulted-in exploring the two additional proposed alignments, one located near the existing bridge and the other 110± m east-northeasterly (360± ft. downstream). Also, the need for the commercial outfitter's equestrian crossing was identified at this event. Representatives from MDT's Billings District (№ 5) have met-with an adjacent landowner on two occasions (in 1997: April 16th & August 15th) since that Meeting to discuss specific issues about this proposed project.

A News Release describing this proposed project was issued-on December 20, 1993 and additional information with a request-for comments have been provided-in the "*Stillwater County News*" of Columbus on July 2, 1997. The existing "Riverside Inn" bridge was offered-for "adoption" in the "*Stillwater County News*" on August 12, 1998. As-of October 22, 1998 only one interested party has responded-to MDT. That individual is currently negotiating to "adopt" and relocate the bridge for private use on a nearby property (see also the "Cultural/Archæological/Historical" section **III.C**.7. on p.21, previous). The "Riverside Inn" bridge will not be removed until the proposed new bridge is in place and open for traffic.

An Opportunity for a Public Hearing will be made for this proposed project concurrent-with an announcement of this EA's availability for public review and comment. Additional public comment will be received at that time, and for at least thirty (30) calendar days after FHWA's approval-of this EA. Public comments received will be evaluated to determine the following:

- whether significant impacts will occur-from this proposed project's alternatives still under consideration;
- if further consideration of the impacts discussed herein is necessary;

and/or

- if new issues have arisen that need to be included in this EA.

This proposed project and its public involvement process is in accordance with MDT's Public Involvement Handbook.

C. Distribution List

The following agencies/groups/individuals will be sent a copy of this EA:

1. Federal Agencies

U.S. ARMY Corps of Engineers
301 South Park, Drawer 10014
Helena, MT 59626-0014

Attention: Allen Steinle,
Montana Program Manager

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service
P.O. Box 415
Columbus, MT 59019-0415

Attention: District Conservationist

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
2880 Skyway Drive
Helena, MT 59602

Attention: Dale W. Paulson,
Program Development Engineer

Darrin Grenfell,
Operations Engineer

2. State Agencies

MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY
1520 East 6th Avenue, P.O.Box 200901
Helena, MT 59620-0901

Attention: Jan P. Sensibaugh, Administrator
Permitting & Compliance Division

MONTANA DEPARTMENT OF FISH,
WILDLIFE & PARKS
1420 East 6th Avenue, P.O. Box 200701
Helena, MT 59620-0701

Attention: Tom Reilly,
Fishing Access Director

MONTANA DEPARTMENT OF FISH,
WILDLIFE & PARKS
2300 Lake Elmo Drive
Billings, MT 59105

Attention: Raymond V. Berntsen, Manager
Region (№ **5**) Fisheries

MONTANA LIBRARY
1515 East 6th Avenue, P.O. Box 201800
Helena, MT 59620-1800

Attention: Don Cornish,
Collections Management Librarian

Environmental Quality Council
Capitol Station
Helena, MT 59620

MONTANA DEPARTMENT OF TRANSPORTATION
Bruce H. Barrett, Administrator - Billings District № 5
Joseph P. Kolman, P.E. - Bridge Engineer
Carl S. Peil, P.E. - Preconstruction Engineer
Thomas E. Martin, P.E. - Right-of-Way Engineer
Timothy W. Reardon, Chief Counsel - Legal Services
Joel M. Marshik, P.E. - Environmental Services Manager

3. Local Agencies

STILLWATER COUNTY
400 3rd Avenue North
Box 970
Columbus, MT 59019-0970

Hon. Clifford Bare, Commissioner

PLANNING DEPARTMENT
Linda Lang

John F. Knorr, Superintendent of Roads & Bridges
Steve Bue, Bridge supervisor

4. Individuals/Special Interest Groups

Barron Ranch Limited Partnership
R.Rte. 1, Box 2840
Absarokee, MT 59001

Miller Ranch, A Montana Corporation
Rte. 1, Box 65
Absarokee, MT 59001

Betty J. Staub
R.Rte. 1, Box 2870
Absarokee, MT 59001-9707

Roadhouse Ditch Users
% Ralph L. Yates
P.O. Box 9
Absarokee, MT 59001

V. "Nationwide" PROGRAMMATIC *Section 4(f)* EVALUATION

MONTANA DIVISION

"NATIONWIDE" *SECTION 4(f)* EVALUATION FOR MINOR IMPACTS ON HISTORIC SITES

EXCLUDING HISTORIC BRIDGE REPLACEMENTS

Project № **BR 9048(11)**, (P.M.S. C#2295)
Project Name: STILLWATER R-NE ABSAROKE

Site: Riverside Inn (site #24ST164)
Location: southerly Stillwater County

NOTE: Any response in a box will require additional information, and *may* result in an individual evaluation/statement. Consult the "Nationwide" *Section 4(f)* Evaluation procedures.

	YES	NO
1. Is the *4(f)* site adjacent-to/crossed-by the existing highway?	X	☐
2. Does the proposed project require the removal or alteration of historic structures, and/or objects?	☐	___
3. Does the proposed project disturb or remove archaeological resources which are important to preserve in-place rather than to recover?	☐	___
4. Is the impact on the *4(f)* site considered minor (*i.e.*: no effect; or no adverse effect)?	X	☐
5. Has the STATE HISTORIC PRESERVATION OFFICE (SHPO) agreed in writing with the assessment of impacts, and the proposed mitigation?	X	☐
6. Is the proposed action under an Environmental Impact Statement (E.I.S.)?	☐	X
7. Is the proposed project on a new location?	☒	___
8. The proposed project's work is for one (or more) of the following:	X	☐

a) Improved traffic operation;
b) Safety improvements;
c) 3R;
d) Bridge replacement on essentially the same alignment; or
e) Addition of lanes.

ALTERNATIVES CONSIDERED

1. The "do-nothing" **ALTERNATIVE** has been evaluated, and is not considered to be feasible and prudent.	X	☐
2. An **ALTERNATIVE** has been evaluated which improves the highway without any *4(f)* impacts, and is also not considered to be feasible and prudent.	X	☐
3. An **ALTERNATIVE** on a new location avoiding the *4(f)* site has-been evaluated, and is not considered to be feasible and prudent.	X	☐
Descriptions of **ALTERNATIVES 2.** and **3.** are in Parts **I.** & **II.** of the E.A.	X	☐

(continued-on next page)

NOTE: Any response in a box will require additional information, and *may* result in an individual evaluation/statement. Consult the "Nationwide" *Section 4(f)* Evaluation procedures.

MINIMIZATION OF HARM

	YES	NO
1. The proposed project includes all possible planning to minimize harm.	X	☐

2. Measures to minimize harm include the following:

The Riverside Inn's historic association with both the county road and river crossing will be altered of this proposed MDT project's "Build" alternative. The proposed alteration, however, will not significantly detract-from the setting of this site (24ST164). Although the existing "Riverside Inn" (also known-as the "Garrigus" or "Thompson's") bridge will be removed, the existing roadway will be perpetuated-as a private access road, thus the property will not be neglected as a result-of this proposed action. This proposed project's "Build" alternative will be located within sight-of the existing crossing, and will likely retain its association-with the "Riverside Inn" historic site.

COORDINATION

1. The proposed project has been **COORDINATED** with the following:

	YES	NO
a) SHPO (on: 14-Dec-95/stamp-of-concurrence on MDT's 08-Dec-95 letter, copy in **APPENDIX D** of E.A.)	X	☐
b) ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP, on: 27-Dec-95, by the FHWA; copy ^{w}/ACHP's 11-Jan-96 stamp-of-concurrence is also in E.A.'s **APPENDIX D**.)	X	☐
c) Property owner (*c.*1993)	X	___
d) Local/State/Federal agencies Listed-under Section **IV.A.** of E.A.	X	☐

2. Copies-of, or references-to comment(s) from the preceding regarding this proposed project's "Build" alternative and/or the preceding "MINIMIZATION OF HARM" are in **APPENDICES B - D** of the E.A.

SUMMARY

All required **ALTERNATIVES** have been evaluated and the proposed project meets all the criteria included in the "Nationwide Programmatic" *Section 4(f)* evaluation approved on December 23, 1986. This Programmatic Evaluation includes all possible planning to minimize harm which will be incorporated in this proposed project.

This proposed project is also documented as an Environmental Assessment (EA) for compliance with the *National Environmental Policy Act* of 1969 (**42 U.S.C. 4332(2)(C)**, as amended) under the provisions of 23 CFR 771.119.

(concluded-on next page)

APPROVAL

This document is submitted pursuant-to **49 U.S.C. 303**, and in accordance with the provisions of **16 U.S.C. 470f**.

Karl M Helvik Date: 4-23-99

Karl M. Helvik, P.E.
Engineering Bureau Chief
MDT Environmental Services

Approved: ______________ Date: 4-23-99
Federal Highway Administration

"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST."

JMM:KMH:asj:[U:\2295\P4(f)\RIVERSIDE.FRM]

Attachments

cc: B. H. Barrett
J. P. Kolman
C. S. Peil
T. E. Martin
M. A. Wissinger
D. W. Jensen
J. M. Marshik
STILLWATER COUNTY
D. Perkins-Smith, BRW

VI. APPENDICES

A. LIST OF PREPARERS

B. CORRESPONDENCE

C. INFORMATIONAL MEETINGS

D. SHPO CONCURRENCE ON CULTURAL RESOURCES

E. STRUCTURAL INVENTORY & APPRAISAL Forms

F. *FARMLAND PROTECTION POLICY ACT* #AD-1006 Form

APPENDIX A

List of Preparers

APPENDIX A - List of Preparers

MDT Environmental Services:

Joel M. Marshik, P.E. - Manager

Karl M. Helvik, P.E. - Engineering Bureau Chief

MDT's Environmental Consultant (BRW, I$^{\text{nc.}}$ of Dames & Moore Group)

Debra Perkins-Smith, AICP - Project Manager

Darryl L. James - Project Documentation

Beth Kunkel - Biological Resources

Jeff Olson - ***124SPA*** and *CWA-404* Permits Preparation

APPENDIX B

Correspondence

(in ascending chronological order)

MONTANA DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
Billings District

Memorandum

To: Roy R. Ventura, Jr., P.E.
District Engineer-Billings

From: Richard E. Weed, P.E. Richard E Weed
Engineering Services Engineer

Date: January 21, 1993

Subject: BR 9048(11) - C.N. 2295
2 Miles Northeast of Absarokee

On January 15, 1993 at your request, I met with Mrs. Betty Thompson, a local landowner who would be affected by the reconstruction of the bridge over the Stillwater River two miles northeast of Absarokee. In meeting with Mrs. Thompson, I explained the project as initially discussed during the preliminary field review proposed locating the new structure upstream from the existing bridge; however, recently the County Commissioners had notified us that they had received word from both property owners involved, Mrs. Thompson and Mr. & Mrs. Barron, that the location would be unacceptable to the Barrons as it crossed through one of their pasture areas. In discussing this project with Mrs. Thompson, I explained that constructing the new bridge at the existing site would have an impact on her residence because of the amount of fill required on the new bridge east approach and the approach to the new highway.

Mrs. Thompson acknowledged the fact that the existing bridge needs to be replaced and that the amount of traffic has increased tremendously over the years, not only in numbers of vehicles but in sizes of vehicles. In discussing the project with Mrs. Thompson, I explained that reconstructing the bridge at the existing location will have a serious effect on her residence in that the toe of the embankment section would, in all probability, go through her living room which the Department would have to then purchase her house and possibly part of her property prior to the construction. While talking with Mrs. Thompson about the project in general, I asked her how much property she owned; she indicated a total of 4.3 acres. In looking at her property, there would be a possibility of relocating the structure to a point on the northern half of her property which may be another alternative. There are no other residences involved in that immediate area.

Mrs. Thompson indicated that she would give her support to the project; however, in order of priority, she felt that the following were her thoughts regarding acquisition of part or all of her property:

1. She would be most receptive to a total purchase of her property in the amount of 4.3 acres.

2. She would support the relocation to the back half of her property, however she would still be desirous of a total take on her property in this situation.

3. She indicated she would not stop the project at the present time.

In continuing our discussion, I explained briefly in an outline format that the Department bases the appraisals for the acquisition of properties based on local current market values, and that in addition to purchasing of a residence, the Department has a relocation assistance program. She requested that I send her information pertaining to both subjects, which is in process.

As part of our discussion of the amount of property the Department would purchase with respect to this project, I explained to Mrs. Thompson that the Department only purchases that portion of the land necessary for the project, and that the only reason a total take on a parcel is made by the Department is if it is considered that there is an uneconomical remnant left for the property owner. I explained that I could not make the decision regarding how much of the property would be purchased by the State but that I would relay her desires to you.

I discussed with Mrs. Thompson that I would like to give her an opportunity to evaluate our discussion and requested that she write to us on or before January 25 and outline her priorities on how she views the project with respect to the acquisition of her residence. I left a list of the three items previously identified above with Mrs. Thompson which we discussed and reiterated several times through the conversation.

Mr. Thompson thanked me for stopping out and visiting her. She felt the conversation was very informative and very beneficial to her in analyzing the decisions that she must make pertaining to this project.

In summary, I feel that Mrs. Thompson will be cooperative regarding this project, but that will depend upon the decisions made pertaining to whether or not the Department elects to purchase her total property or only the amount necessary for the project. I would expect some resistance from Mrs. Thompson in the event that the Department elects to purchase only a portion of the property. She indicated to me that she does not want to be bothered with nor have the responsibility for disposal of the remaining portion of property should the Department elect to purchase only that amount property necessary for the project. One of the items that Mrs. Thompson did mention pertaining to the total take of her property would be that the remaining portion of the property not utilized for the project could be utilized for a fishing access site. I explained to Mrs. Thompson that this cannot be a consideration with respect to the Department of Transportation as it affects this project, but that I would mention it to you as part of my report.

I felt that the meeting was very positive from the standpoint that Mrs. Thompson is basically in favor of the project, however, some of the main questions and concerns she has pertains to the amount of property that would be purchased by the Department for the project.

RRV:REW:WK:PRE:47

C. Richard E. Weed
Engineering File
District File

MDT
Montana Department
of Transportation

Highways Division
P. O. Box 20437
Billings, Montana 59104-0437
(406) 252-4138

MASTER FILE
COPY

January 22, 1993

Betty Thompson
Route 1, P.O. Box 2896
Absarokee, MT 59001

Subject: BH 9048(11) - C.N. 2295
Stillwater River-Northeast of Absarokee

I would like to thank you for the opportunity to have Mr. Weed visit with you on Friday regarding the proposed reconstruction of the bridge adjacent to your property. Because of the expressed concerns regarding the proposed relocation of the bridge upstream and crossing a segment of the Barron's pasture, the Department will consider additional alternatives for location of the new structure to a point either at or closer to the existing bridge site. One of the of the original reasons for considering the location further upstream from the existing bridge site was that the location has no impacts to local residences.

Mr. Weed indicated to me that during his discussion with you, he felt it would be advantageous for you to be able to consider your conversation and the effects of the project on your property before making a definite commitment pertaining to the support of this project. He indicated that you would be writing a letter to the Department later this month identifying your thoughts and feelings regarding your support for this project and expressing your concerns to the Department pertaining to the acquisition of part or all of your property.

We are enclosing a pamphlet and brochure pertaining to acquisition of private property by the Department and other information as it pertains to relocation assistance.

Please contact me or Richard Weed at 252-4138 if you have any questions with regard to this project as it may affect your home and property.

Roy R. Ventura, Jr.
ROY R. VENTURA, JR., P.E.
BILLINGS DISTRICT ENGINEER

RRV:REW:WK:PRE:47

Enclosures

RECEIVED
JAN 26 1993
MONTANA DEPT. OF TRANSPORTATION
HIGHWAYS DIVISION

FILE COPY

Constr.
Project Mgrs.
Officer
Agent
Engr.
of Way

Betty Thomps
R.R.1 box 2890
Absarokee, Montana 59
January 25, 1993

Roy R. Ventura, Jr. P.E.
Billings District Engineer
Highways Division
P.O. Box 20437
Billings, Montana 59104-0437

Dear Sir:

I have scarcely slept a wink since all this business came up about tearing into my place to replace "The Riverside Inn Bridge". I can't imagine why you would want to destroy my home when you have so many other options. My children (3) are having fits about it. Mr. Weed Proposed I answer the three following questions:

1) Most receptive to total purchase of 4.3 acres. My answer: I am not receptive to selling any part of my home or land. Also, in reading your information on the Absarokee - Columbus "Public Scoping Meeting" held on January 21 st, 1993, I notice on page 3, "Historic Properties" , that you have discussions about three historic sites which include "THE RIVERSIDE INN". I want you to know that my house is portion of the original Inn. The barn across the road was a later structure and it was used for barn dances but never in any situation, except as operated, with my house. That barn was a very small part of the "THE RIVERSIDE INN' operation. Your department should consider my house as a historical site much more significant than just the barn

2) Would support relocation to back 1/2 property? My answer No I would not, for a whole lot of reasons. The house is a structure of ancient logs and frame and I have been told that it would fall apart if anyone tried to move it. I have also been told it is unlikely that I could get a septic permit. Relocation, if I can't move my home, means building a new house and the last thing in the world I want is a new house. Ask Mr. Weed and I think he will tell you my home is beautiful and I have tastefully decorated it with all kinds of antiques to match. I worked with antiques all my life; you couldn't do this with any kind of modernistic house.

3) Would not stop the project? My answer: I don't like this question in it's present form. It makes it sound like my option is the 'only option' and that just is not true. If there's any doubt about my feeling regarding the option of tearing through my place I will make it as clear as I can - the answer is "NO". If you insist on condemning my little home you will force me to do everything I have to do to prevent it.

Yours truly,

Betty Thompson

Montana Department
of Transportation

[illegible]
PO Box 201001
Helena MT 59620-1001

MASTER FILE
COPY

January 29, 1993

Mary Ellen McDonald, Administrative Assistant
Parks Division
Department of Fish, Wildlife & Parks
1420 East Sixth Avenue
Helena, MT 59620

Subject: BR 9048 (11)
Stillwater River - 2 Miles NE of Absarokee
P.M.S. C#2295

Information is requested from the MDFW&P's Parks Division for the environmental documentation of this proposed highway project. Attached is a copy of the Preliminary Field Review Report describing this proposed project, and a copy of its Project Location Map.

Please indicate if the MDFW&P has acquired, or plans to acquire lands that may be affected by this project. Also, indicate whether such lands may have present or planned usage as defined by Section 4(f) of the 1966 Department of Transportation Act (**49 U.S.C. 303**). These include lands that are part of a publicly-owned significant national, state or local park, wildlife refuge, or recreation area.

Also, please indicate whether any lands in the project vicinity have been purchased, and/or are administered for recreational purposes under Section 6(f) of the National Land & Water Conservation Fund Act (**16 U.S.C. 460**).

Statements on these matters will result, if necessary, in further inter-agency coordination to avoid or minimize potential project impacts. If no reply is received within ninety (90) calendar days, we will assume the MDFW&P's Parks Division has no concerns about this proposed project. If there are any questions, please contact the Environmental & Hazardous Waste Bureau at 444-7632.

Edrie Vinson

Edrie L. Vinson, Chief
Environmental & Hazardous Waste Bureau

ELV:SRS:ss:2295_512.LTR

Enclosures

cc: File

**Montana Department
of
Fish, Wildlife & Parks**

1420 East Sixth Avenue
Helena, Montana 59620

RECEIVED
APR 22 1993
ENVIRONMENTAL BUREAU

MASTER FILE
COPY

April 20, 1993

Ms. Edrie L. Vinson, Supervisor
Environmental Unit
Dept. of Transportation
2701 Prospect
Helena, MT 59620

Dear Ms. Vinson:

RE: BR 9048 (11)
Stillwater River - 2 Miles NE of Absarokee
P.M.S. C#2295

We have reviewed your above-mentioned proposed project for highway widening and bridge rehabilitation.

The Department of Fish, Wildlife and Parks knows of no Section 6(f) of the Land and Water Conservation Fund Act or Section 4(f) of the 1966 Department of Transportation Act impacts which would occur as a result of the proposed bridge rehabilitation project.

Thank you for the opportunity to comment. We appreciate your cooperation.

Sincerely,

Mary Ellen McDonald

MARY ELLEN McDONALD
Program Officer
Operations Bureau
Parks Division

cc: Dick Ellis
Ray Berntsen

ks

Montana Departme
of Transportation

Highways Division
P. O. Box 20437
Billings, Montana 59104-0437
(406) 252-4138

MASTER FILE
COPY

Preconst. 4-15-93
ROUTE
Attach
✓ Preconst Engr
✓ Assistant
Mgr
31 Safety Mgmt.
✓ Design
Environment
Hydraulics
Survey & Mapping
Traffic Eng.
Traffic Operations
✓ Consultant Dsn.

April 12, 1993

Stillwater County Commissioners
P.O. Box 147
Columbus, MT 59019

Subject: BR 9048(11) - C.N. 2295
Stillwater River-2 Miles Northeast of Absarokee

As discussed during our March 18th meeting pertaining to the reconstruction of the bridge 2 miles northeast of Absarokee, the decision to reconstruct this bridge as opposed to reconstruction of the Johnson Bridge is based on the result of the bridge inspections conducted by the Department and review of the resultant inspection information.

Bridge inspections are conducted by the Department at two-year intervals for all bridges. The results of the Department bridge inspections are evaluated using the Department's Bridge Serviceability Inspection Report including a physical inspection of bridges, taking into account such items as deck condition, superstructure and substructure condition, and all supporting foundation elements. The results of the field inspections are tabulated on the Serviceability Report to determine the overall rating given a bridge.

This same process was used in inspecting the bridge 2 miles northeast of Absarokee. The result of the inspections and processing the data through the Bridge Serviceability forms indicated that the bridge 2 miles northeast of Absarokee was eligible for replacement and that the Johnson Bridge did not meet the criteria for replacement at this time.

The Department did review the proposal made at the meeting of February 10 to relocate the bridge approximately 0.3 of a mile downstream from the existing bridge site as well as utilizing the existing crossing site. Relocating the bridge site 0.3 of a mile downstream will add approximately 50 feet of bridge length and will require two new bridge approach roads, one 600 feet in length on the south side of the river and one 1,000 feet in length on the north side of the river. The existing road on the north side of the river is a private road, therefore this site would require extensive right-of-way acquisition.

An Equal Opportunity Employer

With both the State and Federal funding available for this project, we would expect the federal funding would cover approximately a total of 600 lineal feet of approach road and resultant right-of-way acquisition. This is the length of road approach required either at the existing site or the original proposed site on the Barron property. This would require that the County finance the additional 1,000 feet of roadway and resultant right-of-way acquisition.

The existing bridge site location presents a separate set of unique circumstances which have been previously discussed and could be summarized as follows:

1. The new width of the proposed structure and road approaches would have a severe impact on the Thompson residence and the Barron's red barn.
2. The relative location of the irrigation ditches and the steepness of the road approach section would be less than desirable.
3. The location of the bridge approach section to Hwy. 78 would be on a curved section, which again is less than a desirable situation.

We concur with the decision to pursue relocating the structure upstream approximately 400 feet as the most viable location for this bridge site. This would require appropriate access to the current land owners to provide one animal access stockpass, two farm field approaches, and one irrigation ditch crossing to provide animal access to the area immediately west of the barn and adjacent to the river frontage.

It is our understanding that the County Commissioners will contact the appropriate landowners regarding the final decision pertaining to the bridge site location 400 feet upstream from the existing bridge site. The Department will withhold initiation of any survey activities on the project until you have had an opportunity to discuss the project with the landowners.

Please notify our office following your discussion with the landowners so that we may initiate surveying activities as time and personnel permit. I would be interested in knowing of any comments received during your discussions of this project with the adjoining landowners.

Please contact me if you have any further questions pertaining to this bridge site location.

Roy R Ventura

ROY R. VENTURA, JR., P.E.
BILLINGS DISTRICT ENGINEER

RRV:REW:WK:PRE:120
bc. Richard E. Weed
Engineering File
District File
Bob Scherting

Roger W. Briggs - P.O. Box 1015 - Laurel, Montana 59044-1015 Ph. (406) 628-7292

July 2, 1996

MONTANA DEPARTMENT OF TRANSPORTATION
P. O. Box 20437
Billings, Montana 59104 - 0437

Attention: Mr. Richard E. Weed, P.E.

Reference: **Project BR9048 (11) - CN2295 Stillwater Bridge**
2 Miles N.E. of Absarokee, Stillwater County, Montana

Dear Mr. Weed,

Thank you for your discussion relating to the project on 6/24/96 and for providing the "Preliminary" drawing with "right-of-way" indicated for the north river shore part of the project.

Betty Oleson asked me to include the following information relating to the reservoir near Station POT 10 = 00.000: Historically, this was a spring fed, cat-tail infested wetland swamp. It was "improved" over time into a defined reservoir, as shown in the drawing. The spring has failed in recent years, so irrigation ditch water is used for the fill, and the effluent is the source of irrigation and stock water to the Miller properties and operations in two sections north of the Stillwater River.

For my own account relating to the Roger W. Briggs Trust property, defined as Riverside Subdivision, Lot 1:

I only discussed our "irreplaceable out-house" with you when we were together. When I was at the cabin on 6/28/96 to take the pictures you suggested be sent to you, I examined more closely the ramifications involved in extending the road right-of-way by 30 feet on the south side of the existing roadway.

Using original 1932 plat information with some close measuring of the cockeyed layout that has developed over the years, I've made a sketch indicating damages I'd anticipate with the 30 foot extension through this property (photocopy attached). The damages would include:

Reference: **Project BR9048 (11) - CN2295 Stillwater Bridge**

1. Loss of the only "Household Water Well".
   (Water Right #43-C025727-00 of 1975 for 15 GPM)
2. Loss of the "Irreplaceable Out-House" as discussed earlier. (Both flood-plain and sanitation regulations involved here.)
3. Loss of a small "Guest House", which is "Irreplaceable" under the current flood-plain regulations, and which is the only "permanent building" built to expand the existing single bedroom cabin on the property. (Same regs make the cabin unexpandable.)
4. Of lesser importance, the loss of four (4) unique stone and concrete (2' x 2' top) posts on the north property line.
5. Of lesser importance, the loss of a 1996 Lilac Hedge (52 ' long).
6. Of lesser importance, the loss of nine 1996 transplated Red Dogwood Bushes.

In taking pictures as you suggested, I used red topped survey pins, spaced at 3 foot centers to indicate a scale in the pictures. Each of the pictures has a legend of the picture's content noted on its back.

Mr. Weed, you had your pencil point on Station 10 + 75.878 when you commented that there was "a possibility that the project could be started at some point farther east" during our discussion. If that "possibility" were to become the reality, starting at 10 + 75.878, it would certainly provide a cure of all of my problems, and would go a long way toward curing the most contentious of Betty Oleson's problems with the present "preliminary plans".

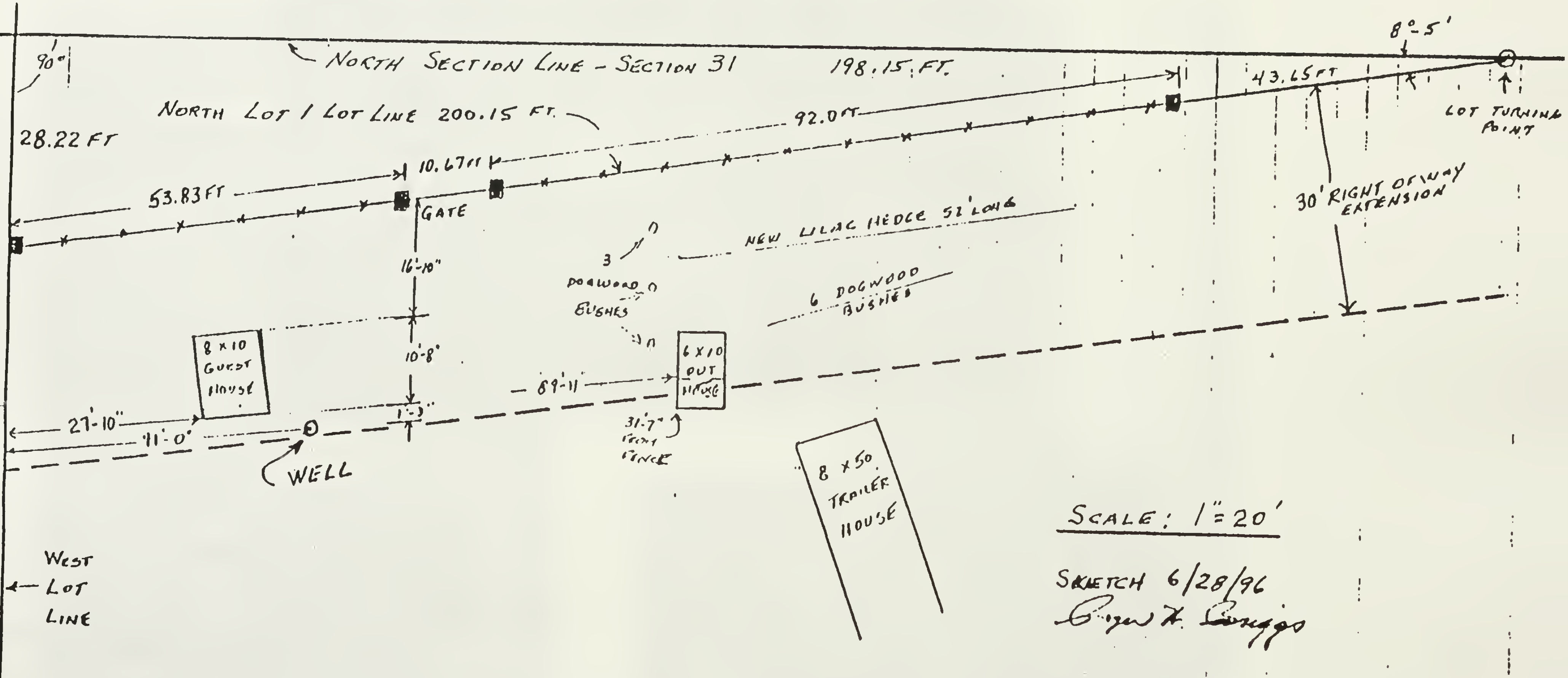
Thank you, Mr. Weed, for your courtesy and your consideration.

Very truly yours,

Roger W. Briggs

Roger W. Briggs

Photograph descriptions follow.



SCALE: 1" = 20'

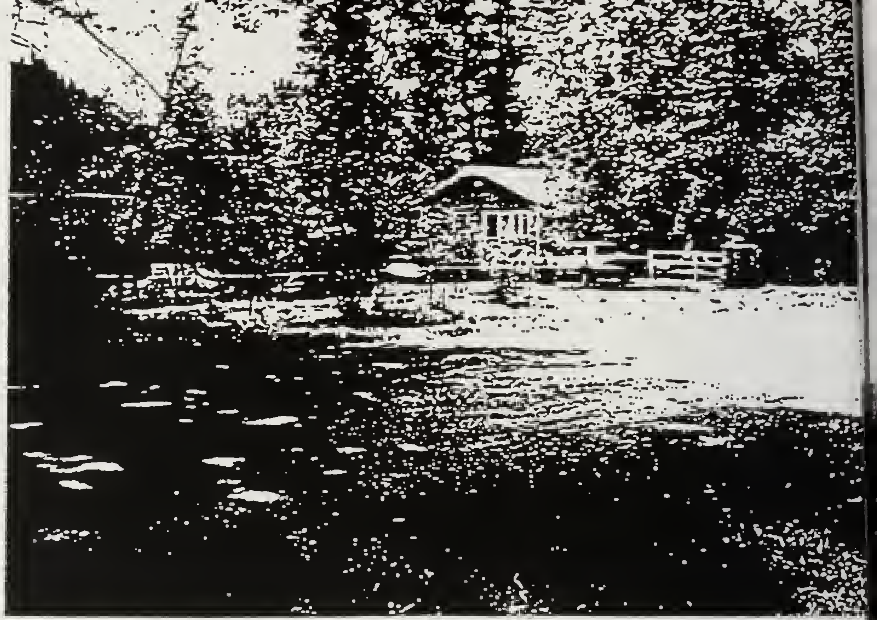
SKETCH 6/28/96
Roger W. Briggs

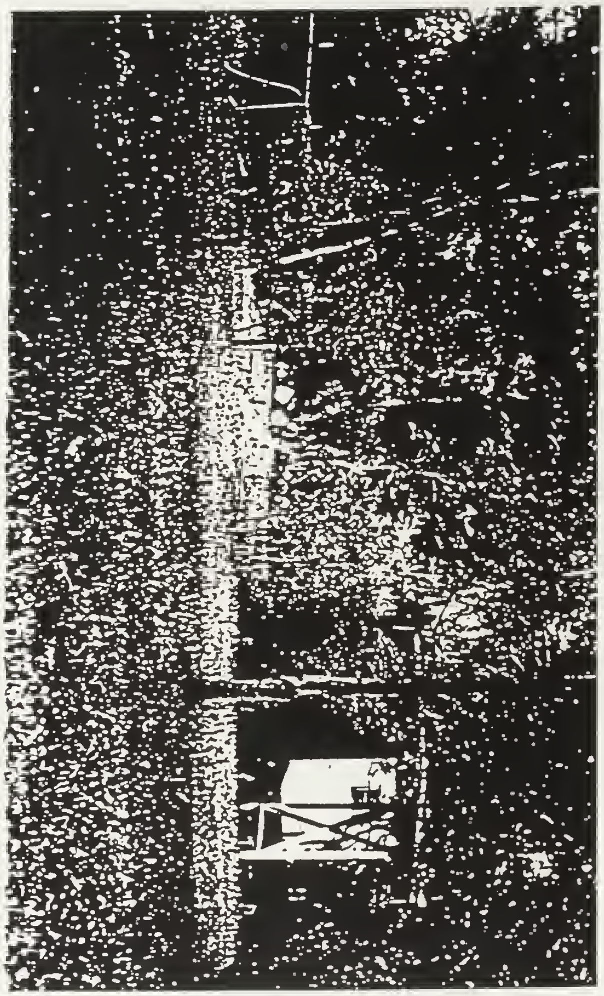
RIVERSIDE SUBDIVISION LOT 1
STILLWATER COUNTY

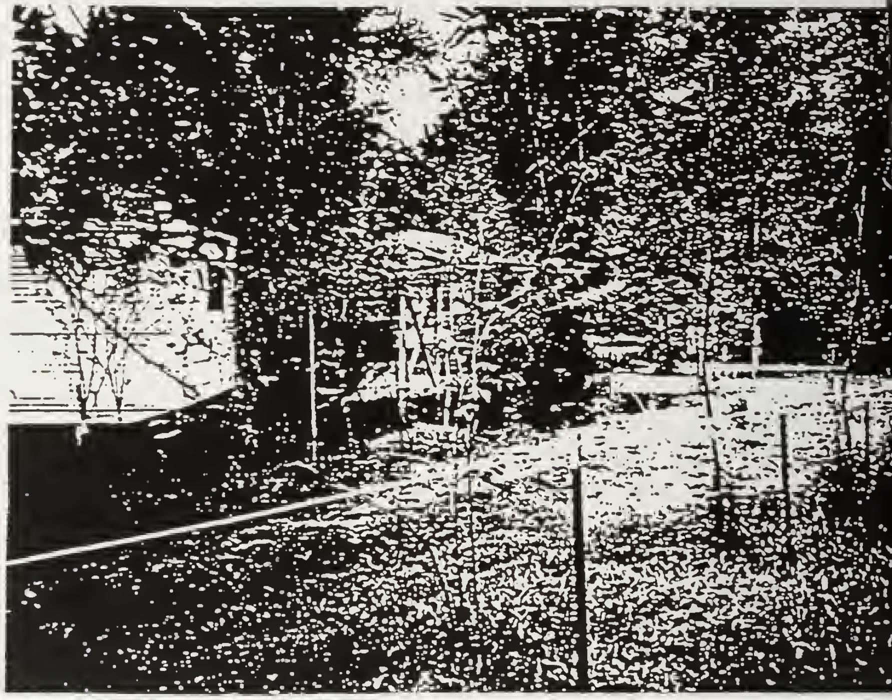
OWNER: ROGER W. BRIGGS TRUST
P.O. BOX 1015
LAUREL, MONTANA 59044
(406) 628-7292

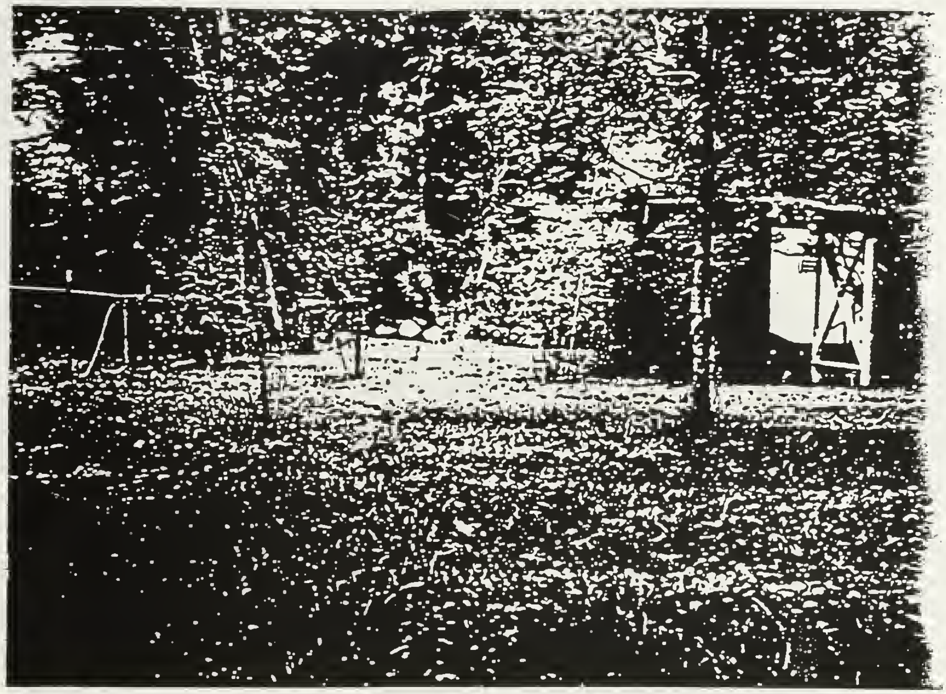
ITEMS WITHIN 30' RIGHT OF WAY EXTENSION:

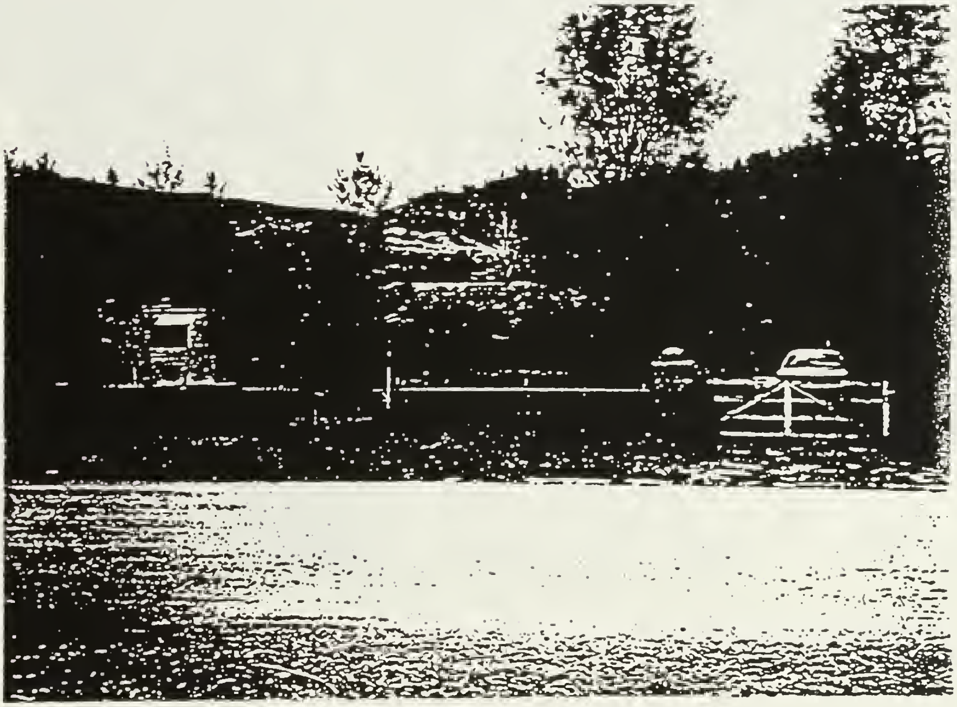
1. ONLY HOUSEHOLD WELL
2. IRREPLACEABLE "OUT-HOUSE"
3. GUEST HOUSE (IRREPLACEABLE IN TYPE OR USE)
4. FOUR 2'X2' UNIQUE ROCK/CONCRETE POSTS
5. NEW 52' LILAC HEDGE (1996)
6. NINE RED DOGWOOD BUSHES TRANSPLANTS (1996)

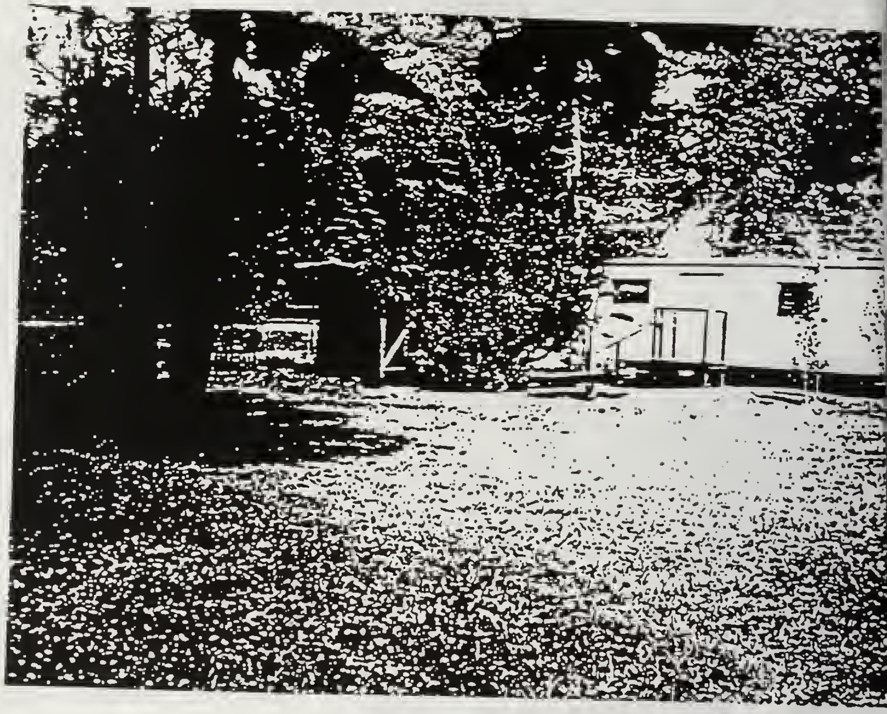


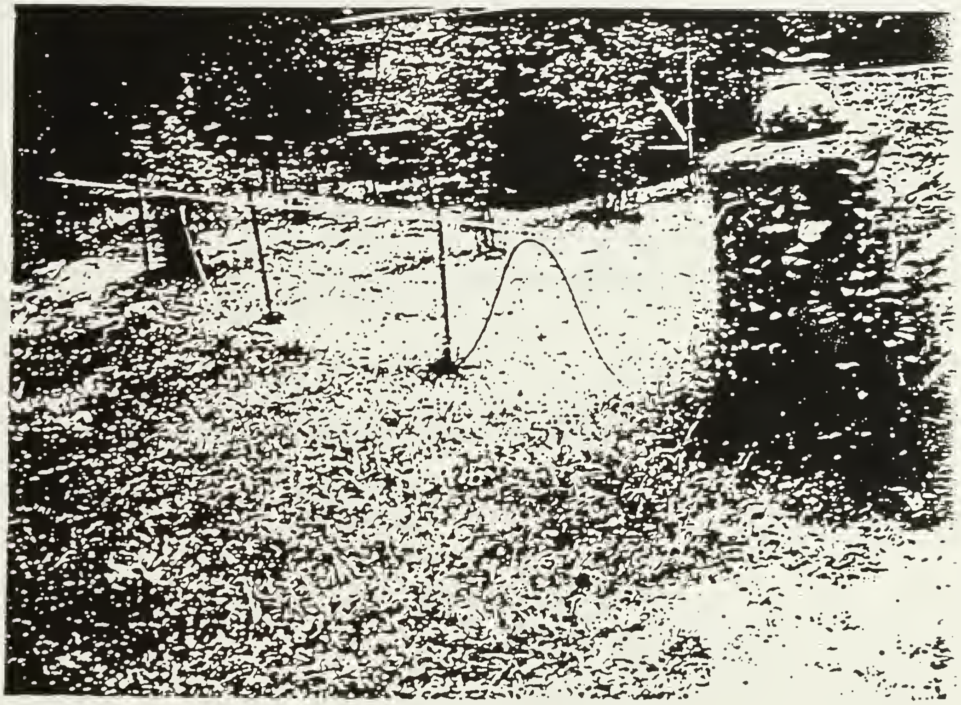












RECEIVED
JUL - 5 1996
ANA DEPT. OF TRANSPORTATION
S DISTRICT
S, MONTANA

MASTER
FILE
COPY

Reference: Project BR9048 (11) - CN2295 Stillwater Bridge

Photographs taken 6/28/96 depicting items of potential loss damages located between Station POT 10 + 00.000 and Station PC 10 + 75.678 on the north side of the Stillwater River:

Roger W. Briggs Trust property
Riverside Subdivision, Lot 1
Stillwater County, Montana

Photograph #1 General view from the existing road.

" #2 Shows relationship of Out-house, Guest House, Lilac Hedge, and transplanted Red Dog Wood bushes.

" #3 Shows Out-house related to scale stakes, and locates Dog Woods and Hedge row.

" #4 Different view of same as in #3.

" #5 South view from road of Out-house, Gate Posts, and hedges.

" #6 Out-house and 3 staked Dog Woods.

" #7 Out-house as related to the trailer.

" #8 Guest House, Well head (submersible pump) and yard valve.

" #9 Same as #8 but with vague red topped scale stakes.

" #10 Same as #8 plus west Gate Post.

" #11 East Gate Post, which is typical of 4 posts.

" #12 View of Dog Wood row and new Lilac planted mound row.

MASTER FILE
COPY

MONTANA DEPARTMENT OF TRANSPORTATION
Billings District

Memorandum

To: Ronald E. Williams, P.E.
Road Design Engineer

From: Richard E. Weed, P.E. Richard E Weed
District Engineering Services Engineer-Billings

Date: August 19, 1996

Subject: BR 9048(11) - C.N. 2295
Stillwater River Bridge-3 km Northeast of Absarokee

I recently met with Mr. Roger Briggs who owns a summer home left of Station 10+40 on the Stillwater River Bridge project northeast of Absarokee. Mr. Briggs is concerned that this project will affect his outhouse on his property. In the event the outhouse is affected, it could not be reconstructed or relocated. Enclosed are several photographs supplied by Mr. Briggs of the outhouse, showing its relative location to the existing roadway.

In the event that the current alignment for this project is as shown on the plans, the District recommends the following two alternatives to avoid Mr. Briggs' property.

1. Adjust the right-of-way width to taper from Station 10+75.8 to the beginning of the project at Station 10+00. This should effectively miss the outhouse by approximately 5 m or less.

2. Begin the project at Station 10+75.878, the PC of the curve. It appears that this point lines up with the centerline of the existing road, in which case the existing right-of-way could taper into the proposed right-of-way at this same point.

The preferred alternative would be the second, wherein the project begins at Station 10+75.878.

Please contact me at (406)252-4138 if you have any questions pertaining to these recommendations.

REW:WK:PRE:23

Enclosures - Photos and Narrative

C. Roger Briggs ✓ /l.o.
Ed Larson ✓ w/enc.
Kevin McCray /l.o.
Richard Weed /l.o.
Engineering File /l.o.

Date Recd Preconst 8-22-96

[illegible]	Info	MAIL ROUTE	Attach	Initial
	✓	30 Precon. Engr		
	✓	32 Assistant		
		33 Office Mgr		
		31 [illegible]		
	✓	32 Road [illegible]	✓	
		33 Environ[illegible]		
		34 Hydraul[illegible]		
		35 [illegible]		
		36 Traffic Engr		
		39 Consultant [illegible]		
	✓	File		

MONTANA DEPARTMENT
OF TRANSPORTATION
Environmental Services

2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

Marc Racicot, Governor

PERMITS
FILE
COPY

April 29, 1998

MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY (**DEQ**)
Lee Metcalf Building
1520 East 6th Avenue
P.O. Box 200901
Helena, MT 59620-0901

Attention: Jan P. Sensibaugh, Administrator
Permitting & Compliance Division

Subject: **BR 9048(11)**
STILLWATER R-NE ABSAROKE
(P.M.S. C#2295)

The MONTANA DEPARTMENT OF TRANSPORTATION (MDT) is requesting information from the **DEQ** for the environmental documentation on this proposed project. Attached are copies of its Scope-of-Work Report, and Location Map. This proposed project is currently scheduled to be "Ready" by December, 1998 for "letting" to contract.

Please indicate if the **DEQ** has any waterbodies (*i.e.*: streams and/or lakes) listed on the 305(b) report published-for the STATE OF MONTANA that may be affected by this proposed project. Also, please indicate whether such streams or lakes are designated as "water quality limited" and are in need of a Total Maximum Daily Load (TMDL) development. Please also identify what parameters are present that may be limiting water quality in the waterbody if it will be affected by this proposed project.

Please also add any pertinent information available at this time from **DEQ** that would be useful for MDT in the development of this proposed project's design and preparation of its environmental documentation. This information may include stream classifications in this proposed project's vicinity, wetlands, unique "problems" and/or items of concern, management goals, etc. Statements on these matters will result, if necessary, in further inter-agency coordination to avoid or minimize potential project impacts. If no written response is received within forty-five (45) calendar days, it will then be assumed that the **DEQ** has no concerns about this proposed project.

If there are any questions, please contact this office at extension 7224.

Karl M Helvik

Karl M. Helvik, P.E.
Engineering Bureau Chief
Environmental Services

JMM:KMH:asj:**[U:\WP8.0\2295\DEQ-P&C.REQ.WPD]**

Attachments

CC: Joel M. Marshik, P.E. - MDT Environmental Services Manager
Bonnie K. Lovelace, Chief - **DEQ** Water Protection Bureau
Debra Perkins-Smith, AICP - BRW Project Manager

BR 9048(11)
STILLWATER R-NE ABSAROKE
(P.M.S. C#2295)

STILLWATER
COUNTY NEWS
COLUMBUS MT 59019
(THURSDAY 2,300)
AUG 12 1998
SUPERIOR CLIPPING SERVICE
GLENDIVE,MT 406-365-6612

Riverside Inn bridge available for adoption

88

ABSAROKEE — The Garrigus Bridge at the Riverside Inn about two miles northeast of Absarokee is available to anyone willing to assume the responsibility of maintaining it. The bridge crosses the Stillwater River just off Montana Highway 78. It was constructed in 1907 by the Billings-based Security Bridge Company. The structure is a single-span pin-connected Pratt through truss bridge. It is 150-feet long and 14-feet wide and is currently posted for eight tons. The bridge weighs approximately 25 tons with the deck and stringers. Stillwater County has added new material to the deck and some new stringers. These will be salvaged for the county and the new owner would need to replace these items.

Stillwater County, along with the Montana Department of Transportation, intends to construct a new bridge on a new alignment just upstream from the existing bridge. Because the old bridge is historic, the county and Department of Transportation would give it to anyone willing to maintain and assume liability for it. The estimated demolition cost of $15,000 for removing the existing bridge could be applied to its relocation. If interested in adopting the Garrigus Bridge northeast of Absarokee, please contact Joseph Kolman at the Montana Department of Transportation at (406) 444-6259 by Sept. 7.

MDT
Montana Department
of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Marc Racicot, Governor

MASTER FILE
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RECEIVED
APR 06 1999
ENVIRONMENTAL

April 5, 1999

Lincoln Powers
Box 847
Absarokee, Montana 59001

Subject: BR 9048(11)
Stillwater R – NE of Absarokee
Bridge Adoption

We have reviewed your submittal for the adoption of the bridge NE of Absarokee and find it to be acceptable. An agreement is included for your review and signature. The purpose of the agreement is to advise you of what your responsibilities are concerning the bridge and when they take effect. It also explains the Department's responsibilities. A hold harmless clause is contained in the agreement for the benefit of the County and the State.

An amount of $15,000 will be made available to you within 30 days of moving the bridge from the present location.

As noted in the Agreement, the Department's contractor will notify you at least 2 weeks prior to removing the bridge so that you can coordinate having a transport ready to receive the bridge when it is removed from the river. The State's contractor will load the bridge on your transport if it is available; otherwise, the contractor will set the bridge aside and it will be your responsibility to load and move the bridge from the site. I still need to know whether you want the deck left intact or removed.

Please sign all three copies and deliver them to the Stillwater County Commissioners for their signature. All three copies should be returned to the Department in the envelope provided. After the Agreements are signed by our Administrator, a copy will be returned to you and the County.

If you have any questions or concerns, please call me at (406) 444-6260.

Joseph P Kolman
Joseph P. Kolman, P.E.
Bridge Engineer

Enclosure
JPK:mmb/ltrd04059

cc: Bruce Barrett
Joel Marshik
Tim Reardon
Dave Jensenl
Tom Martin
Robert Tholt
Craig Genzlinger
Stillwater County Commissioners
File

COUNTY OF STILLWATER
STATE OF MONTANA
STILLWATER COUNTY COMMISSIONERS
BOX 970
COLUMBUS, MONTANA 59019

RECEIVED
APR 27 1999
ENVIRONMENTAL

MASTER FILE
COPY

April 23, 1999

Montana Department of Transportation
Attention: Karl M. Helvik, Engineering Bureau Chief
MDT Environmental Services
PO Box 201001
Helena, MT 59620-1001

RE: BR 9048 (11) Stillwater R-NE Absarokee (P.M.S. C#2295)
~~BR 9048 (14) Yellowstone R-W of Reedpoint (P.M.S. C#2477)~~

Mr. Art Jacobson contacted our office to insure comments were made about the Rough Draft documents for the Environmental Documents for both of the referenced bridge projects in Stillwater County.

The Planning Staff and Stillwater County Road Department have reviewed the documents and did not have comment regarding the information. They did not have concern for the information provided and we would not offer comments at this time.

Other projects in the immediate area are not going on. We have none in the Reedpoint area and only would note the Sheep Creek bridge in the town of Absarokee which is in the planning and design stages and has been referenced.

We appreciate the efforts of the Montana Department of Transportation.

Sincerely,

Charles E. Egan

Charles E. Egan
County Commission, Stillwater County

cc: Linda Lang, Stillwater County Planning Department,
Jack Knorr, Stillwater County Road Department

FAXED TO MDT 4/23/99 -ld-

Phone (406) 322-4546 or (406) 322 4392 e-mail Commish@wtp.net FAX (406) 322-4698

APPENDIX C

Informational Meetings

(in ascending chronological order)

2/10/93

BR 9048(11)
Still Water River 5 mi N.E. of
Absarokee.

Community Center Absarok. ≅ 30 People No H.C.
General Comments; From Attendees. No HC Acc
1 - 1:20 General Rev Translates

:20 Roy - gave general Description How Proj
Developed ① Renovation vs New
② County Comm & Hwy Participation

New Structure Fed Std 2 Lane & Gd Requirements -
Exist location would effect House & Barn.

Alt To South of Barn.
(Looked @ Alt Down Stream Dwelling)
Ditch Location -

1:2 Open Questions
Is there interest are there Alternatives
Open - -
Need Bridge To Stand Load -
North Property owner - they would
Donate Property.

Barn ann
look at orig Site Single
Lane Bridge - New Structure
Lower Bridge Standards -

we will double check. - lower
standards -

Fred Wider we Have to look @ Future

Owner Keep Valley Quaint - Don't
build Super Hwy -.

- other - Johnson Historical Site
if Historical site Who would Pay for
restoration - by ~~fed funds~~ County.
mtc County Responsibility -

Johnson Bridge will be maint by
County

There are Not Specific Historical mtc
$ for mtc

Other - Question Re location of Brs detail
eligible for Historical listing - Probably cannot
Put Detail in large long culvert.

- Once Project is ID's as Eligible
then we have to treat them as Historical
-

It is not our Intent to shove something
down Public throat. -

We can look @ effect of Conger Trib on
North site.

Question Re load limit - Re
Someone going through Exist Br
- Fed Std -

Discussion again Let county do Small Br.
Keep gov't out. - Commissioners
take easy way out - go to Fed $

Law Suit if Exist Br fails - County.

235,000 Br + land   350,000

Ray Est   Total 400,000

What will we do with Exist Br until
New Br is built. - County Responsibility

Fred W - Could Eventually Close Br

Ray - Annual Inspection - as
Time goes by - Sufficiency Rating
Could indicate Closure.

Fred - W - County Has a lot of
Bridges to maintain.

other - Would we take old Br.
out - ① offer to County

② & Remove

Vicky - Any other area -
Bridge could be located

Roy - if in reasonably close area
we could look at other
Consider Access to Hwy
& County Road.
May Need Secondary Rd $
for ~~[illegible]~~ connection.
County Ha~~ve~~ No more $

- Q - Do we know any grades
- No - Have not done
Enough Design.

• Decrease Height fill at Betty T. House
~~est~~ 6-8' fill catch at front
Door or in House

Q - If funds are avail we'd be
front To Do So - would
the County Have $ in 10 years.

Fed State

87% fed

13% State

Could change to - 40% fed
↳ in future 60% State
↳ split to County/,

~~Rediscuss Bridge falling~~

Rediscuss Br falling in.

Do Long Term Planning

Mini Storage — People are comming in.

Keep Pasture open - We can Put Stock Pass in - our inTent is To Keep People Whole

9 x 15 Squash Pipe

F - Need to Perpuate Irrigation
Yes we will. -

Hand's any New Bridge

10 - 15

No Bridge - 3-4

Comment Sheet available

Discussion Historical Term for Johnson Bridge
Vicky to ck Historical Status of
Johnson Bridge -

8

Discussion of Historical Status of Ditch

Explained Bridge Replacement funds —
How far can you go away —
No Specific

Q Do we Have concerns of New Bridge

Can we Investigate Status of
Johnston Bridge Replace it
ReHab - this —

ReCap All)
A) ReHab or Replace on Exist
alignment

will impact Barn & Ms Thompson

B) Alignment up Stream
Stock Pass

C) North Ms Thompson
150-200 ft.

d) could go farther to
N. End Ms Thompson
Property

e) Re Place Johnson
Bridge if Historical
Status — Changes -

f) Do Nothing Now
& Close

g) No Fed $ use
County $ To ReHab.
w/o widening

are you concerned about Bridge x-ing
if so what alt. -

PUBLIC "SCOPING" MEETING
on the
~~DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS~~)
for
F ~~78 - 2(5)27~~
ABSAROKEE - C~~OLUMBU~~S BR 9048
(Control #~~0982~~)

Held on (date/time): Feb 10 ~~January~~ 21st, 1993/

Location: Old School Gymnasium, Absarokee

Interviewed by:

Commenter Name: John O Miller

Affiliation: Miller Ranch

Mailing Address: Box 323

Post Office, State ZIP: ABSAROKEE MONT 59001

- COMMENTS -

I am in Favor of new Bridge construction for all uses Farm + Public
You can expect my cooperation

(use reverse side for additional comments)

of Transportation

Highway Division
P.O. BOX 20437
BILLINGS MT 59104-0437

DATE: September 24, 1993

OWNER: Miller Ranch Inc.
Rt 1 Box 65
Absarokee, Mt 59001

PROJECT: BR 9048(11)-CN 2295
Stillwater River-2 Miles NE of Absarokee

The Montana Department of Transportation respectfully requests your permission to enter onto the following described property of which you are the record owner:

Lot 6, NESE, E½NE, Fraction of Lot 7 Section 30,Twp 3 South, Range 19 E
E½SE1, FRaction of NE¼ So of HWY Section 31,1 Twp. 3 South, Range 19 E

This entry is necessary in order to do preliminary engineering work for the above designated highway project. In addition to doing topographic and property survey work, it may also be necessary to do historical, archaeological, soils, and foundation studies and investigate gravel and other material sources. Although Montana Law (Section 70-30-110, MCA) provides authority for such entry, it is Department policy that landowners be contacted for permission. We want to be sure that our work is conducted without damaging the property and with the minimum inconvenience to the landowner.

If the above described property is in physical possession of someone other than you, such as a lessee or renter, would you please furnish us with their name and address so that they can be contacted? We would appreciate your signing this authorization and returning it in the enclosed stamped envelope to our agent or to the address shown above. If you wish to add any comments or conditions, please write them in the space above your signature or attach a separate sheet of paper if necessary. If you have any questions concerning this project, feel free to contact Richard E. Weed, District Engineering Services Supervisor, at 252-4138. Thank you for your cooperation.

Roy R. Ventura

ROY R. VENTURA, JR., P.E.
BILLINGS DISTRICT ENGINEER

Permission is hereby granted for the employees of the Montana Department of Transportation and for consultants employed by the Montana Department of Transportation to enter on my property situated in Stillwater County, Montana, to perform the work described above in connection with the preliminary engineering activities on the proposed highway project shown above. By granting permission, I am not waiving any legal right to recover for actual damages, if any such damage should occur, and I am not conveying any right whatever in the property except for the permission specifically set forth above.

DATED: 10-4-97

SIGNED:

General Meeting Re BR Location
April 24 - 1996

BR 9048(11)
Still Water Br
NE Absarokee

Reading Date

John O Miller III
Ralph Yates
Richard D Bridger
Ms. Betty Thompson
Sandra M. Peck
Mike Stadiner
Sandra Thompson Lind
Gaie Thompson
Wanda Wilcox - Youri
Alice Barrett - Alice
Bruce Barrett
Mark White
Ed LARSON
L HAROLD BEATTIE
Chuck Egan
Cliff Bahl
Kevin McCray
Tom Wolfe
R.E. Weed

Present.

Need to be Contacted Next meeting

Billy Olson
Eric Baumig
Bennett
Bailey
Steve Fulton
Mr. Hayford

Notes of meeting

General Discussion of proposed Location
South of Red Barn

Concerns

1) Land to be acquired for R/W
2) Access for Horse back Rides
3) Access For Hay Hauling
4) Impact on/or closeness to ~~H~~ Ho
5) Access for cattle to Island area
6) Design Standards

Out Come

MDOT will Review R/W Needs

MDOT will Consider

1) Lengthening Br @ South of Barn Loc to allow Access for Horse Back Tr
2) Alternate Locations
    a) ~~South~~ North of Existing Br
        Mrs Thompson to Reconsid
        MDT may Consider total take.
    b) Location N of County Rd

RCWeed

MONTANA DEPARTMENT OF TRANSPORTATION
Billings District

MASTER
FILE
COPY

Memorandum

To: Kevin McCray, P.E.
Bridge Area Engineer

From: William Wandersee, P.E.
District Design Supervisor-Billings

Date: August 20, 1997

Subject: BR 9048(11) - C.N. 2295
Stillwater River-NE of Absarokee

A meeting was held August 15, 1997 with landowners Alice Barron and daughter Wanda Wilcox and a friend of the owner, Wayne Hertzler. Bruce Barrett, Richard Weed and I represented the Department of Transportation. Chuck Egan represented the Stillwater County Commissioners.

The intent of the meeting was to explain two options for horse passage: 1) use of a box culvert or 2) an additional span in the bridge.

Alice and Wanda preferred the additional span in the bridge for horse rider safety. They had concerns about clearances, high water level, ice, and access to and from the span under the crossing.

Culverts over the irrigation canal on both sides of the roadway will be required for the horse/equipment road. A 12 ft. top width graveled horse/equipment roadway was considered adequate for this routing of horses and equipment (irrigation maintenance power shovel and trucks).

Two gated 24 ft. approaches - one either side of the road near the intersection to the Columbus-Absarokee road - will be needed for a large farm equipment crossing. They would also serve for a horse crossing occasionally if high water or icing prevented the use of the span.

The intersection with the Columbus-Absarokee road should have radii to allow semi trucks with pup trailers to navigate the intersection (50 ft. radii?).

The County will add a 4 ft. x 8 ft. culvert at the canal crossing on the existing road for safety. They may reimburse the state for its inclusion in the bridge contract.

The area of the fill slope near the barn may be limiting in clearance (desire greater than 30 ft.). The owners suggested a retaining wall, shrub or tree barrier at the foot of the slope. The alignment could possibly be moved slightly to the west to give clearance at the barn.

An irrigation overflow may be impacted west of the planned roadway. Can it be relocated to the west?

Concern was expressed about horse and equipment traffic between land parcels during construction. The means to minimize the impact on their farming and horse riding enterprise must be included in the project contract.

The approximate locations for the 12 ft. horse/equipment access trail under the span, the field gate access approaches, and miscellaneous items have been marked on the attached partial site plan.

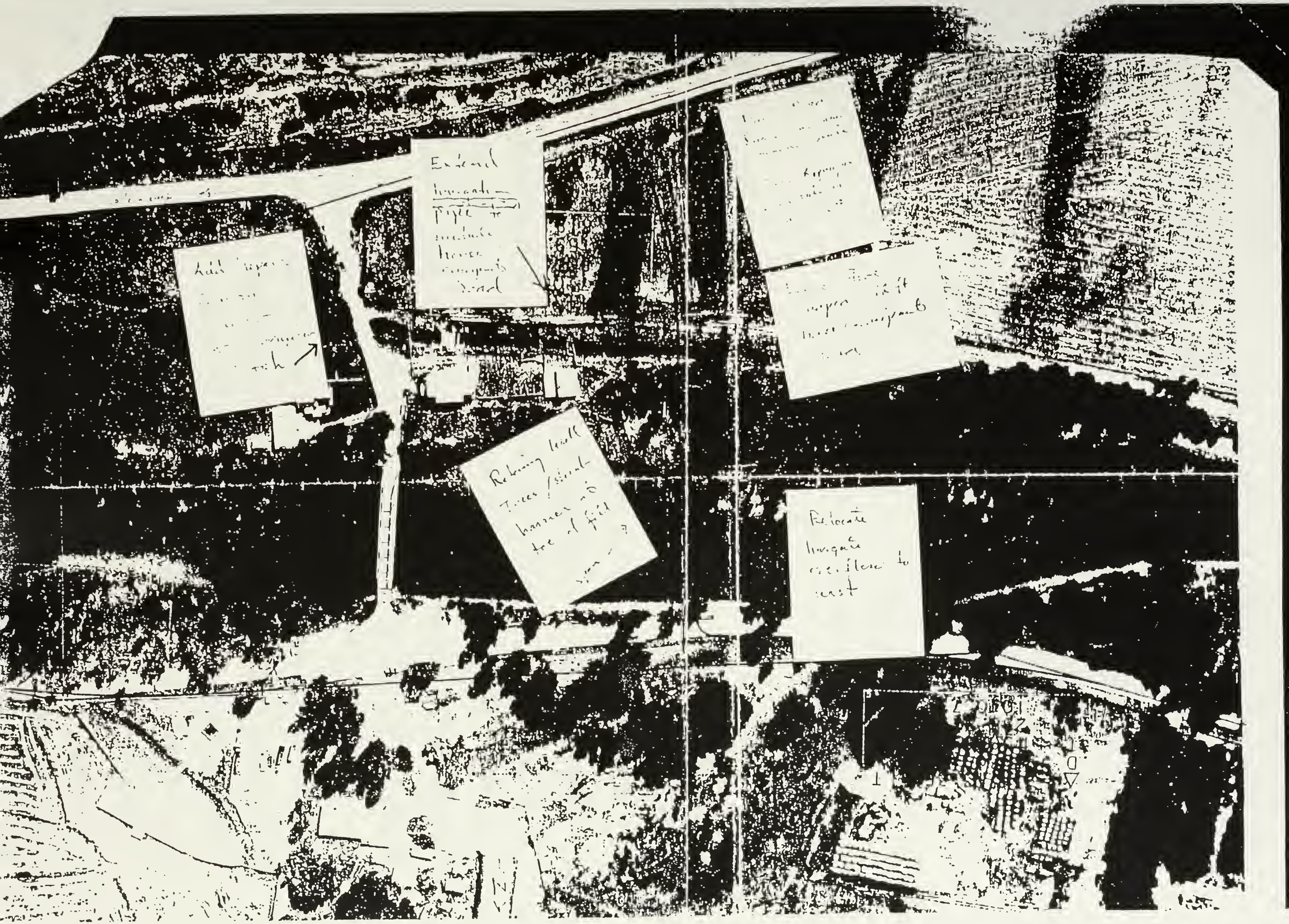
The aerial photo and the list of items, as essentially provided herein, was left with the owners for their consideration. We expect their comments within the next two or three weeks.

We will keep you informed regarding progress in this area.

bw:t:rd:58

Attachment

C. Engineering File


Add upper
Extend
promenade
pergola to
include
house
compounds
road
upper
house compounds
here
Retaining wall
Trees / shrubs
toe of fill
Relocate
hangars
closer to
east

2

JUNE 10TH, 1998
2:00PM

BR 9048(11) CN 2295

MEETING FOR STILLWATER RIVER - NE OF ABSAROKEE

IN ATTENDANCE: GARY NEVILLE MDT-BLGS
BRENT McCANN MDT-BLGS
ED LARSON MDT-HELENA
SANDRA PECK - LANDOWNER
JOHN O. MILLER - LANDOWNER
BETTY THOMPSON - LANDOWNER
WANDA WILCOX - LANDOWNER.

WE DISCUSSED WITH THEM THE ALTERNATE #3 WE WENT WITH BECAUSE PUBLIC OPINION FAVORED THIS ALIGNMENT. THEY ASKED VARIOUS ISSUES ABOUT WHY NOT SINGLE LANE BRIDGE, WHY APPROACHES GO OUT SO FAR & WHY THE CURVES SO SWEEPING. → OUR ANSWER WAS FEDERAL DESIGN GUIDELINES DICTATE WE DO. THEY WERE VERY CONCERNED ABOUT THE AMOUNT OF R/W TAKE ON THE NORTH SIDE VERSUS DISTANCE FROM ROAD. ED LARSON SAID ~~THE~~ HE WOULD RE-DESIGN THE FLAT BOTTOM DITCH TO A "V" DITCH TO REDUCED R/W TAKE.

WE WALKED WITH LANDOWNERS IN THE FIELD ON THE NORTH END OF THE PROJECT TO LOOK WHERE R/W LAID ON THE GROUND NOW & HOW IT MIGHT CHANGE WITH A "V" DITCH. WE DISCUSSED THAT THEY WOULD GET NEW FENCE & PROBABLY END UP WITH A WIDER STRIP OF LAND BETWEEN THE NEW ROAD & RIVER BANK THEN THEY HAVE NOW (THIS WOULD BE WEST OF THE EXISTING STRUCTURE ON THE NORTH BANK)

THE CONTROLLED ACCESS WAS IMPORTANT TO THEM TO REDUCE THE AMOUNT OF RAFTERS THAT WOULD GO INTO THE RIVER HERE. THEY WERE QUITE CONCERNED WE WERE GOING TO DEVELOPE AROUND NEW BRIDGE FOR FISHING & RAFTING – WE SAID NO WE WEREN'T. WANDA WILCOX MENTIONED THAT ALICE BARRON WAS GOING TO HAVE TO PLOW A LONG DRIVEWAY TO GET IN & OUT WITH THE NEW BRIDGE & COUNTY WON'T PLOW IT

THE CONSENSUS OF THE LANDOWNERS WAS GENERALLY OK WITH THE PROJECT. ALTHOUGH IF THEY HAD A CHOICE THEY WOULD JUST AS SOON LEAVE IT THE WAY IT IS.

- OTHER ISSUES DISCUSSED WAS GRADE ON SOUTH SIDE, WE SAID BETTER THEN EXISTING.
- THEY WANTED R/W NEGOTIATIONS TO BEGIN NOW, WE SAID NOT UNTIL THIS WINTER SOMETIME, MAYBE.
- THEY WERE HOPING WE WOULD TAKE ALL THE COTTONWOODS ON BETSY THOMPSON'S PLACE JUST BEFORE OUR NEW R/W CONNECTS INTO HERE EXISTING R/W.
- WOULD LIKE TO GET IT ALL PAVED TO KEEP DUST DOWN.
- THE MILLER RANCH IS SPLIT UP NOW INTO VARIOUS FAMILY OWNERS & THE PRIMARY OWNER AFFECTED WASN'T AT THE MEETING.

C: GARY NEVILLE

APPENDIX D

SHPO Concurrence on Cultural Resources

(in ascending chronological order)

DEC 1 1 1995

Montana Department
of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Marc Racicot, Governor

TO S

C.R. FILE
COPY

DEC 18 1995

December 8, 1995

CONCUR
MONTANA SHPO
DATE 14Dec95 SIGNED

Paul Putz
State Historic Preservation Office
1410 8th Avenue
P.O. Box 201202
Helena, MT 59620-1202

Subject: BH 9048(11)
Stillwater River Bridge - NE of Absarokee
Control No. 2295

40
ST
03
13
01

Attached is the Determination of Effect for the above project. We have determined that the proposed project would have **No Adverse Effect** to the Riverside Inn (24ST164) and **No Effect** to the Roadhouse Ditch (24ST206). We request your concurrence.

If you have any questions, please contact me at 444-6258.

Jon Axline

Jon Axline, Historian
Environmental Services

Attachment

cc: Bruce Barrett, Billings District Administrator
Joseph Kolman, P.E., Bridge Engineer
Carl Peil, P.E., Preconstruction Bureau
Gordon Stockstad, Resources Section

JAN 18 1996

U.S. Department
of Transportation
**Federal Highway
Administration**

Montana Division
301 South Park Street, Room 448
Drawer 10056
Helena, Montana 59626-0056

December 27, 1995

Claudia Nissley, Director
Advisory Council on Historic Preservation
730 Simms Street, Suite 450
Golden, Colorado 80401

CONCUR

JAN 11 1996

Advisory Council
on
Historic Preservation

Director, Western Office

Subject: BR 9048(11)
Stillwater River - Northeast of Absarokee
Control No. 2295

Dear Ms. Nissley:

Enclosed is the Determination of Effect and SHPO correspondence concerning the above project. The Montana Department of Transportation has determined, and the Montana SHPO concurred, that the proposed project would have **No Adverse Effect** to the NRHP-eligible Riverside Inn (24ST164) in Stillwater County, Montana. We request your concurrence.

If you have any questions, please contact Jon Axline at the Montana Department of Transportation. He can be reached at (406) 444-6258.

Sincerely,

Paula Tenney

for Dale W. Paulson
Environmental Coordinator

Enclosure

cc:
MDT - Jon Axline

DETERMINATION OF EFFECT

Stillwater River - Northeast of Absarokee

BH 9048(11)

Introduction

The Montana Department of Transportation (MDT) intends to replace the existing Stillwater River Bridge with a new structure approximately two miles northeast of Absarokee in Stillwater County, Montana. The existing bridge is a single-span pin-connected Pratt through truss with two timber stringer approach spans. It was constructed in 1907 by the Security Bridge Company of Billings. The main span is 150-feet long and 16-feet wide. Figure 1 shows the location of the bridge replacement project on the Absarokee USGS Quadrangle Map.

The Stillwater River Bridge project would include the construction of a new 24-foot wide prestressed concrete bridge approximately 350-feet upstream from its existing location; about 380-feet of new approach road would be necessary to accommodate the new structure. Approximately eight acres of additional Right-of-Way (R/W) would be required for this project.

Significant Cultural Resources

The proposed project area was inventoried for cultural resources under two separate projects. The initial cultural resource survey was conducted in 1988 as part of the MDT's Absarokee - Columbus project [F 78-2(5)27]. Two historic sites were identified in the vicinity of the Stillwater River Bridge: the Riverside Inn (24ST164) and the Roadhouse Ditch (24ST206).

The Riverside Inn was originally developed beginning in 1907 as a working ranch and resort. Through a number of owners, the site became primarily identified as a resort and community gathering place. The site consists of eight structures and features that are bisected by the existing county road. The buildings located south of the existing road (Structures 5 - 7) are eligible for the National Register of Historic Places (NRHP) under Criteria A, B and C. The buildings north of the road have been so extensively altered that they do not qualify for the NRHP.

The Roadhouse Ditch was constructed in 1893 by James Herrington, who arrived in the valley shortly after the area was ceded from the Crow Reservation. The unlined ditch is eligible for the NRHP under Criterion A for its association with the early agricultural development of the Stillwater River Valley. It is also a contributing component of the NRHP-eligible Lower Stillwater Historic Irrigation District.

A cultural resource survey for this bridge replacement project was conducted in 1993. The survey revealed no additional cultural resource sites within the designated project area.

Project Impact

At the Riverside Inn, the existing bridge would be removed and the county road closed. The proposed bridge would be located about 350-feet upstream from the

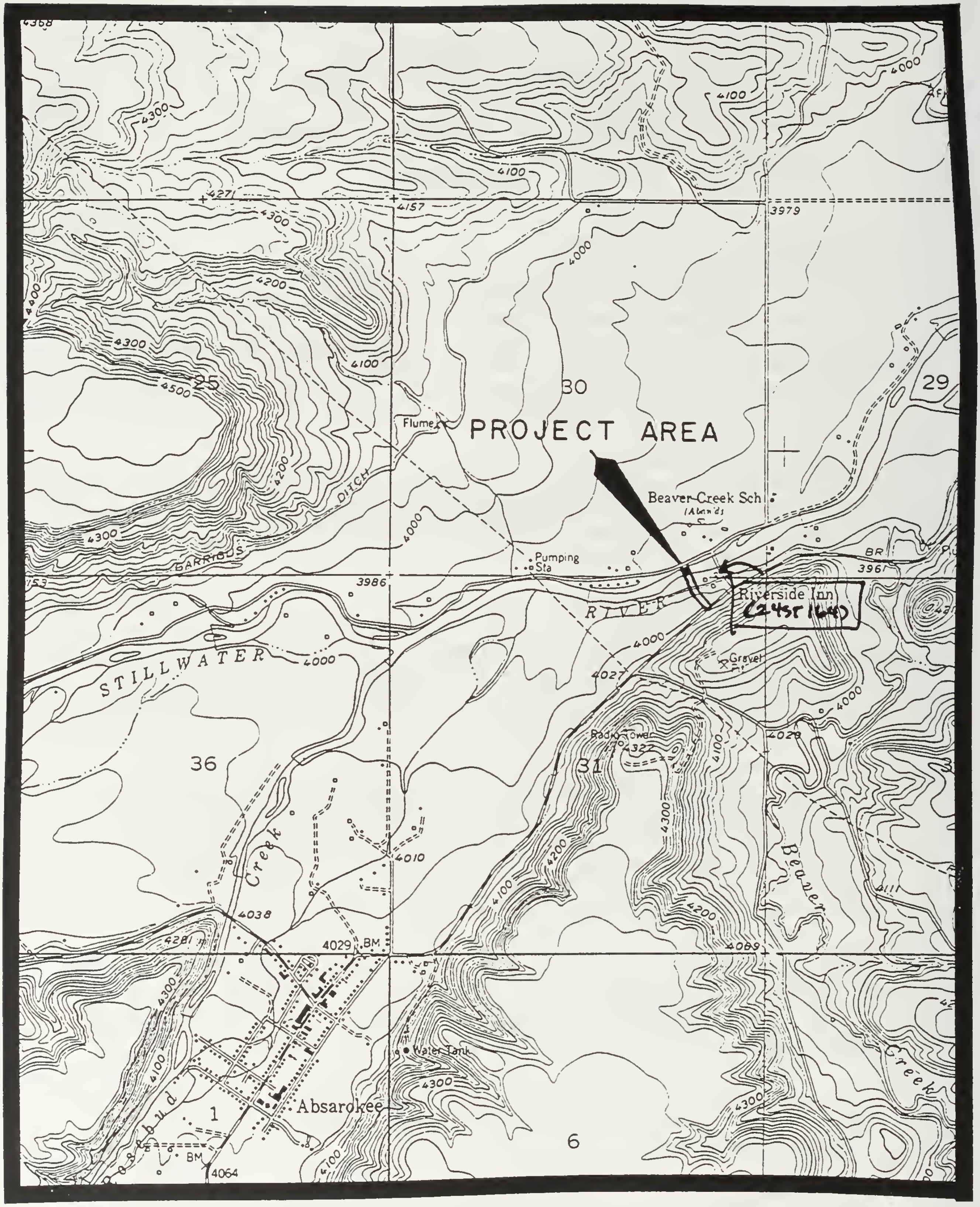


Figure 1. Map of the proposed Stillwater River Bridge project area.

site. Approximately 380-feet of new roadway would be constructed to accommodate the new structure. The Present Traveled Way (PTW) would no longer bisect the historic site. New R/W would be required for the proposed bridge.

The proposed bridge would cross the Roadhouse Ditch. The ditch would not be rechanneled to accommodate the proposed bridge or approach road. There would be no alterations to the historic ditch.

Project Effect

The proposed Stillwater River Bridge project would have **No Adverse Effect** to the Riverside Inn (24ST164). The project would not result in the destruction or significant alteration of the historic property. The existing bridge is not included within the site's boundaries and the county road would be perpetuated as a privately-maintained access. The property would not be neglected as a result of the project. nor would it result in the transfer, lease or sale of the historic site.

The proposed project would not introduce visual, audible or atmospheric elements that are out of character with the property. The proposed bridge and roadway would be located 350-feet west of its existing location. The existing two-lane roadway, moreover, is surfaced with gravel and the gravel-surfacing would be perpetuated on the proposed two-lane road segment.

The Riverside Inn's historic association with the county road and river crossing would be altered as a result of the proposed MDT project. The alteration, however, would not significantly detract from the setting of the site. Although the bridge would be removed, the existing roadway would be perpetuated--albeit as a private access road. The Riverside Inn's association with this section of roadway would remain intact. It would longer provide the primary access to the north of the river at that location. The proposed crossing would be located within a few hundred feet of the old crossing and would likely retain its association with the Riverside Inn. The Inn, moreover, would continue its function as a small resort.

There would be **No Effect** to the Roadhouse Ditch (24ST206). The proposed bridge would cross the ditch, which would not be rechanneled to accommodate the new structure. There would be no R/W acquired from the ditch company for the project and it would not encroach on the ditch structure itself. The existing use of the ditch would be perpetuated.

APPENDIX E

Structural Inventory & Appraisal Forms

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L48132000+01001

2M NE ABSAROKEE

General Location Data

District Code, Number, Location 05 Dist 5 BILLINGS
Division Code, Location : 51 BILLINGS
County Code, Location : 095 STILLWATER
City Code, Location : 00000 RURAL AREA
Kind of Hwy Code, Description : 44 County Hwy
Route Number : 48132
Owner by Code, Description : 2County Highway Agency
Maintained by Code, Location : 2County Highway Agency
Intersecting Feature : STILLWATER RIVER 021
Kilometer Post : .160934
Structure on the State System : ☐
Structure on the NHS : ☐
Structure Latitude : 45^32'30" ✓ ✓ 14.32"
Longitude : 109^25'06" ✓ ✓ 15.3"

Structure Rating & Posting Data

Loading Data :

Design Loading Code, Desc :		0 Other or Unknown
Inventory Load, Type, Desc :	8.1	2 AS Allowable Stress
Operating Load, Type, Desc :	14.5	2 AS Allowable Stress
Posting Code, Desc :		2 20.0-29.9%below

Rating Data :

	Operating	Inventory	Posting
Truck Type 1 :	-1	8	8
Truck Type 2 :	-1	12	
Truck Type 3 :	28	16	

Structure Deck, Roadway & Span Data

Structure Length : 53.95 M
Deck Area : 238 M SQ
Deck Roadway Width : 4.42 M
Approach Roadway Width : 6.71 M
Number of Main Spans : 1
Number of Approach Spans : 2

Traffic Data

Total ADT : 100
Truck Percent : 3 %
ADT Count Year : 1995

Structure Construction Data

Construction Project Number :
Construction Station : +
Construction Drawing Number : none
Construction Year : 1907
Reconstruction Year : 0

Structure Vertical & Horizontal Clearance Data

Vertical Clearance Over : 4.32 M
Vertical Clearance Under : 0.00 M
Horizontal Clearance Under Right : 0.00 M
Horizontal Clearance Under Left : 0.00 M

NBI Inspection Data

Inspection Due Date : 01 November 1997

(91) Inspection Fequency (months) : 24

(90) Date of Last Inspection : 01 November 1995
(90) Inspection Date : 4/30/98 /
Sufficiency Rating : 17
Structure Status : Fuctionally Obsolete and Eligible for Rehabilitation

(67) Structure Rating : 2
(58) Deck Rating : 6 [illegible]
(59) Superstructure Rating : 5 5
(60) Substructure Rating : 5 5
(68) Deck Geometry 4
(72) App Rdwy Align 3 3
(41) Posting Status P
* (36A) Bridge Rail Rating : 0 1 /
(36B) Transition Rating : 0 N /
(36C) Approach Rail Rating 0 1 /
(36D) End Rail Rating : 0 0
(62) Culvert Rating : N N
*(61) Channel Rating : 5 7 /
(113) Scour Critical : U
(71) Waterway Adequacy 9 9
Crew Hours for inspection : 1 4 ✓
Snooper Required : N
(112)Structure of NBI Length : ☒
Snooper Hours for inspection : 1 0
Unrepaired Spalls : M SQ 0
Deck Surfacing Depth : 3 IN 0

NOTES

* ~~36)~~ New rail system & concrete barrier placed for approach. See photos

*61) drift present w/ no impact on structure, no scour detected @ Abut 4, bottom of footing exposed due to absence of protection @ banks are well protected ~~to~~ naturally by large boulders, the [illegible] banks not effecting channel, erosion @ Abuts is caused from run-off & is not impacted from waterway. See picture page for channel condition.

See Grap

Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE 2 OF 7

Structure Number L 48132000+01001

Location 2 M NE Absarokee

Form BMSADD

Element Inspection Date :	4/30/97	Skew Angle :	0°	Design Description : 02	Stringer/Girder
Span Description :	1 Approach	Left Curb Width :	0	Material Description : 7	Timber
Inspector Initials:	JY & PC	Right Curb Width :	0		

Element No. 31

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
timber deck/bare	1	75.2	m²	X	100%				

Quantity Calc. 2×(8×4.7) = 75.2 — Photo

Inspection Notes Curb has also been removed from deck. 1/4" Steel running planks installed since last inspection in '95 Weathered with minor decay @ ends, some fungal growth noted Moderate wear w/ minor section loss, should be somewhat arrested by installation of running planks for wheel path - Checks splits & checks noted w/ no effect on strength or servicability.

Element No. 235

Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Timber Cap	1	10	M		55	20	15	10	

Quantity Calc. 2×4.9 = 9.8 - See photos!!

Inspection Notes decay detected @ all ends. Crushing, rotation outward @ Abut 4, with advanced deterioration with loss of section & strength that does affect the servicability of the bridge Slight outward rotation detected @ Abut 1 w/ advanced decay in end LT. See photos - Soil present on tops from gaps in planking (deck) directly above

Element No. 215

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Rein Crete Abut	1	20	m		70	25	5		

Quantity Calc. 9.8×2 = 19.6

Inspection Notes See Photos - Vertical crack w/ moderate efflorescence @ Abut 4 R Erosion from runoff @ All worse @ Abut 1 LT - fill sloughing concrete deterioration in weak honeycombed areas w/ exposed reinforcement @ base of wing Abut 1 RT - element exposed @ Abut 4, due to loss of rip rap protection. Spalling & [illegible] btm edges LT Abut 1

Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE 3 OF 7

Structure Number L48132000+01001

Location 2 M NE Absarokee

Form BMSADD

Element Inspection Date :	4/30/98	Skew Angle :	0°	Design Description : 02	Stringer/Girder
Span Description :	1 Approach	Left Curb Width :	0	Material Description : 7	Timber
Inspector Initials:	AM & PC	Right Curb Width :	0		

Element No. 332

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Timber Rail	1	32	M		90	5	5		

Quantity Calc. 2x(.8 x 2)=32 New rail installed since 95 inspection

Inspection Notes Rail end @ RT Abut 4 has been impacted w/ lower rail failed @ connection & upper rail broke off @ connection. Several areas of wood section loss from scraping - impact - minor painted metal connections have areas of paint failure w/ rust present - bolted ~~to~~ thru truss members & wooden deck. ← Photo!

Element No. 117

Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Timber Stringer	1	240	M		55	20	15	10	

Quantity Calc. 2 x (15 x 8) = 240

Inspection Notes Severe weathering, decay & failure typical @ exteriors See photos - interiors also stained, checked & several w/ splitting along &/or near neutral axis - Fire damage @ bent 3 Photo - failed member - others functioning

Element No. 216

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Timber Abut	1	20	M		70	15	10	5	

Quantity Calc. 9.8 x 2 = 19.6 - Wooden backing planks atop concrete backs & wings

Inspection Notes Minor decay ~~&~~ wings - severe weathering - Voids typical behind & around wings from runoff erosion. Backing planks @ Abut 4 Back wall decayed - Active growth thru some planking @ wings

See photos!

MDT Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE 4 OF 7

Structure Number L48132000+01001

Location 2 M NE Absarokee

Form BMSADD

Element Inspection Date :	4/30/98	Skew Angle :	0	Design Description : 10	Thru Truss
Span Description :	0 Main	Left Curb Width :	0	Material Description : 3	Steel
Inspector Initials:	JH - PC	Right Curb Width :	0		

Element No.	31								
Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Timber deck	1	215	M2		100%	-			

Quantity Calc. 45.72 x 4.7 = 214.8

Inspection Notes Curb has been removed & 1/2" steel running planks installed since '95 inspection. Also charred planking previously reported not found - possib replaced? evidence of old asphaltic cover, but no fire damage found on planks. decay & fungal growth typical @ exterior ends, minor section loss from vec

No major deficiencies found in deck

Element No.	117								
Description Timber	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Stringer	1	686	M		85	10	5		

Quantity Calc. 15 x 45.72 = 685.8

Inspection Notes Cracks, checks, weathered, severe w/failure @ exteriors typical @ connections See photos - interiors show no major functional problems Spliting in several @/or near neutral axis - and bearing on beams Staining typical

Element No.	152								
Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Steel Floorbeam	1	42	M		50	20	15	10	5

Quantity Calc. 9 x 4.7 = 42.3

Inspection Notes Areas of paint failure w/ moderate to severe corrosion esp. @ connection areas & bearing areas (stringers) with and section loss noted, deformation in areas of crevice corrosion

MDT *Montana Department of Transportation*

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE 5 OF 7

Structure Number 148132000 + 01001

Location 2 M NE Absarokee

Form BMSADD

Element Inspection Date :	4/30/98	Skew Angle :	0°	Design Description : 10	Thru Truss
Span Description :	0 Main	Left Curb Width :	0	Material Description : 3	Steel
Inspector Initials:	AY & PC	Right Curb Width :	0		

Element No. 121

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Steel btm Chord	1	91	M		50	20	15	10	5

Quantity Calc. 45.72 x 2 = 91.44

Inspection Notes typical deformation, unequal tension, paint failure w/ severe corrossion & deformation @ connections

Element No. 126

Description Steel Thru Truss	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
	1	91	M		50	20	15	10	5

Quantity Calc. 45.72 x 2 = 91.44

Inspection Notes Paint failure w/ severe corrossion thru-out. - impact damage, deformation from corrosion @ connections typical

New rail connections thru vertical members - see photos -

Element No. 202

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Steel Column	3	4	ea		30	30	20	10	10

Quantity Calc. Count – (no caps as floor beams serve as caniens)

Inspection Notes Severe corrosion w/ loss of section @ tops! typical paint failure total @ bases @ & above water line

Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE 6 OF 7

Structure Number L 48132000 + 01001

Location 2 M NE Absarokee

Form BMSADD

Element Inspection Date :	4/30/98	Skew Angle :	0°	Design Description : 10	Thru Truss
Span Description :	0 Main	Left Curb Width :	0	Material Description : 3	Steel
Inspector Initials:	[illegible] & PC	Right Curb Width :	0		

Element No. 313

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Fixed Bear	1	2	ea				100%		

Quantity Calc. Count @ Pier 2

Inspection Notes Photo - paint failure w/ severe corrosion & section loss -

Element No. 311

Description Movable Bearings	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
	1	2	ea				100%		

Quantity Calc. Count @ Pier 3

Inspection Notes Photo - anchorage sheared @ Pier 3 LT.
Advanced corrossion w/ loss of section typical - bolt RT bent although appears tight. - Roller nest not square [illegible] LT

Element No. 181

Element Description.	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Vertical X Frame	1	33	M		70	15	10	5	

Quantity Calc. 7 x 4.7 = 32.9 (include portals)?

Inspection Notes Paint failure w/ advanced corrosion noted on all. Impact - deformation from noted w/ no major deficienties found.

Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE 7 OF 7

Structure Number________________

Location 2 M NE Absarokee.

Form BMSADD

Element Inspection Date :	4/30/98	Skew Angle :	0	Design Description : 10	Thru Truss
Span Description :	0 Main	Left Curb Width :	0	Material Description : 3	Steel
Inspector Initials:	JM	Right Curb Width :	0		

Element No. 332

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Timber Rail	1	91	M		100%				

Quantity Calc. 2x 45.72 = 91.44 New rail installed since 95 insp. repor.

Inspection Notes Very Minor section loss from traffic impact noted - painted metal connections where paint chipped/scraped showing slight rust - Minor cracks, splits & checking - no decay

Element No.

Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5

Quantity Calc.

Inspection Notes

Element No.

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5

Quantity Calc.

Inspection Notes

Montana Department
of Transportation

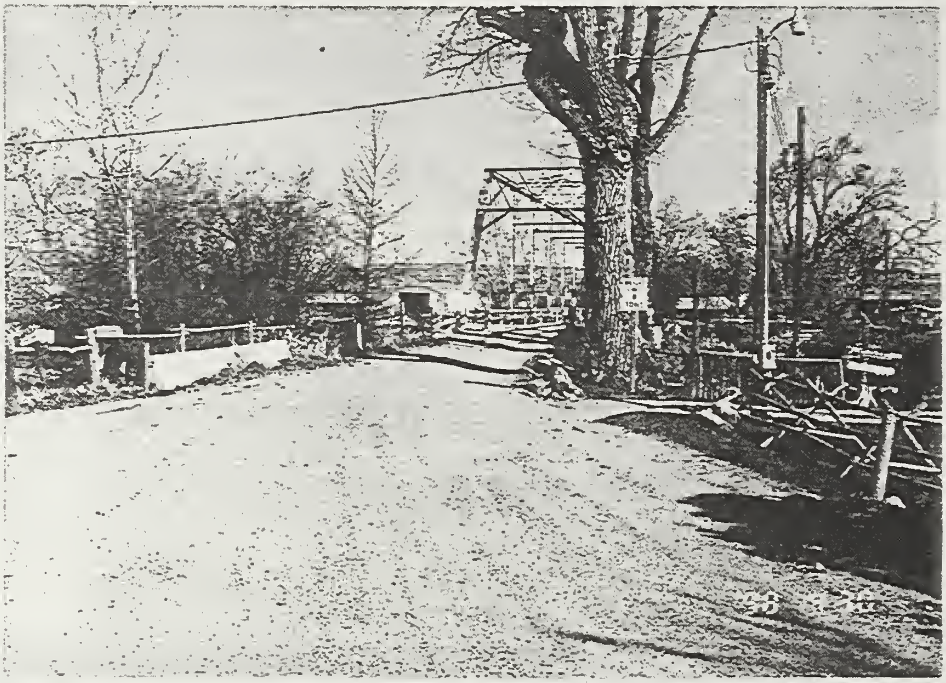
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE ____ OF ____

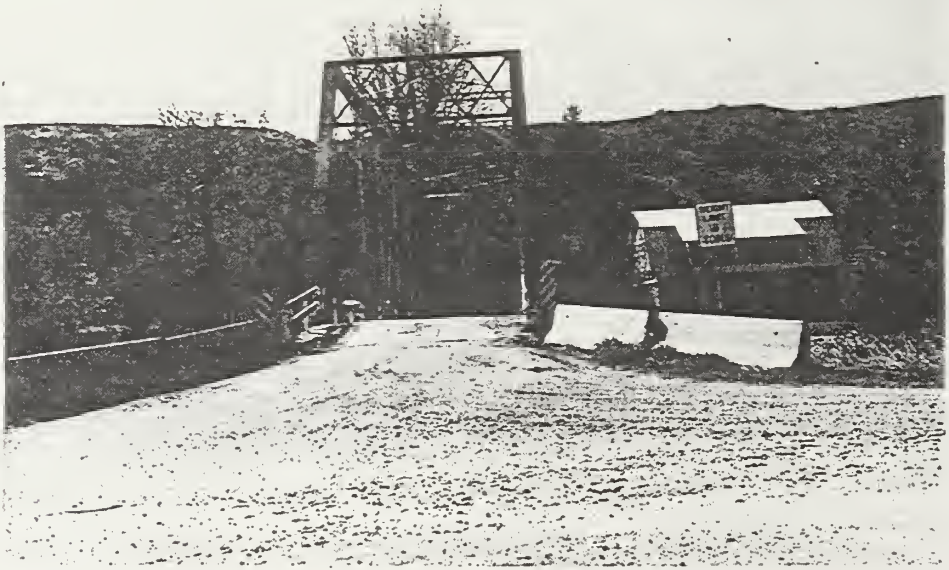
Structure Number L48 132 000+0.100-1

Location 2 mi NE Absarokee

Form BMSPIC



App: Posting looking North



App: Posting looking South

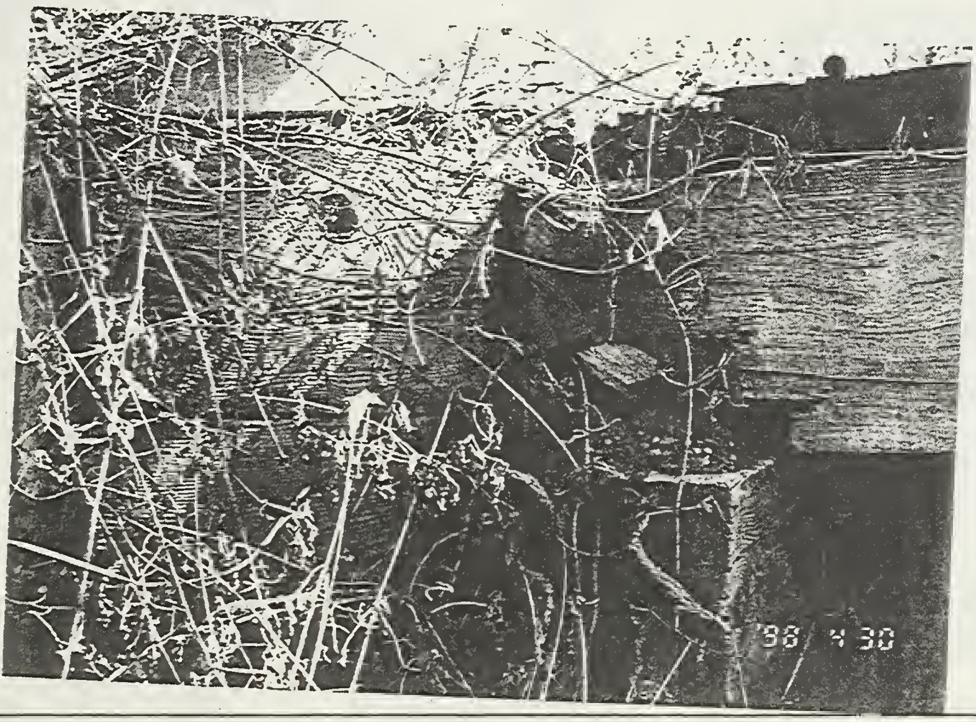
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE____ OF ____

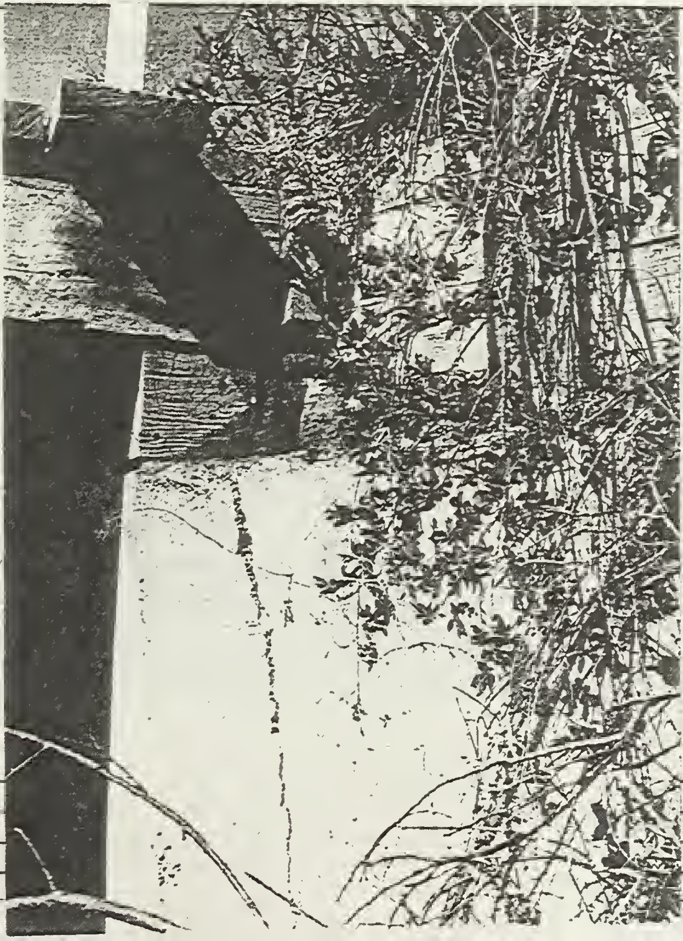
Structure Number L48132 000+0.100-1

Location 2 mi NE Absarokee

Form 8MSPIC



LT Abut 4



RT Abut 4

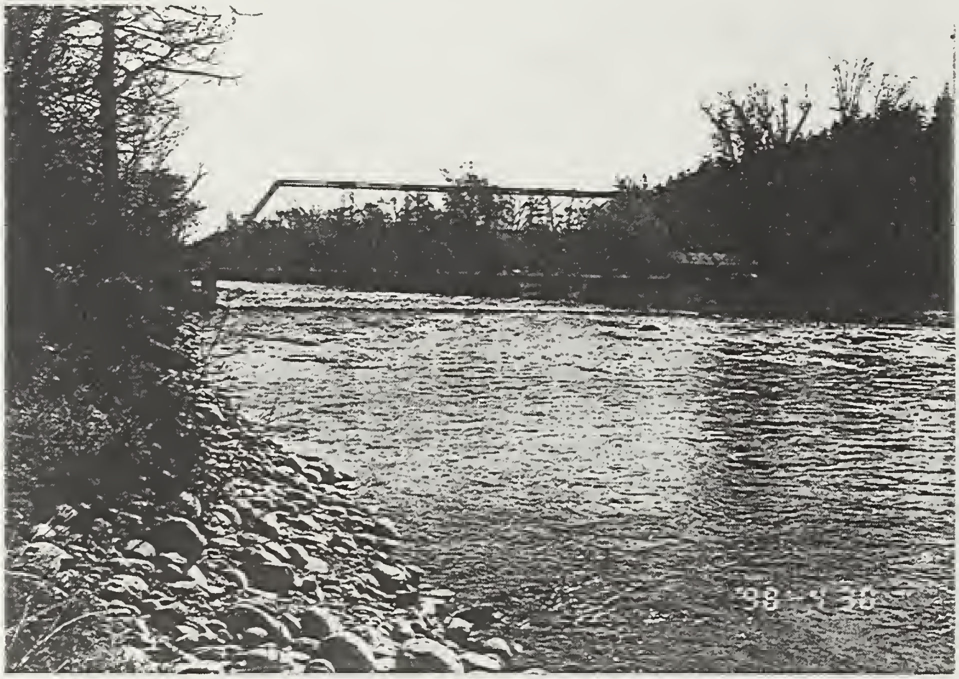
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE____ OF ____

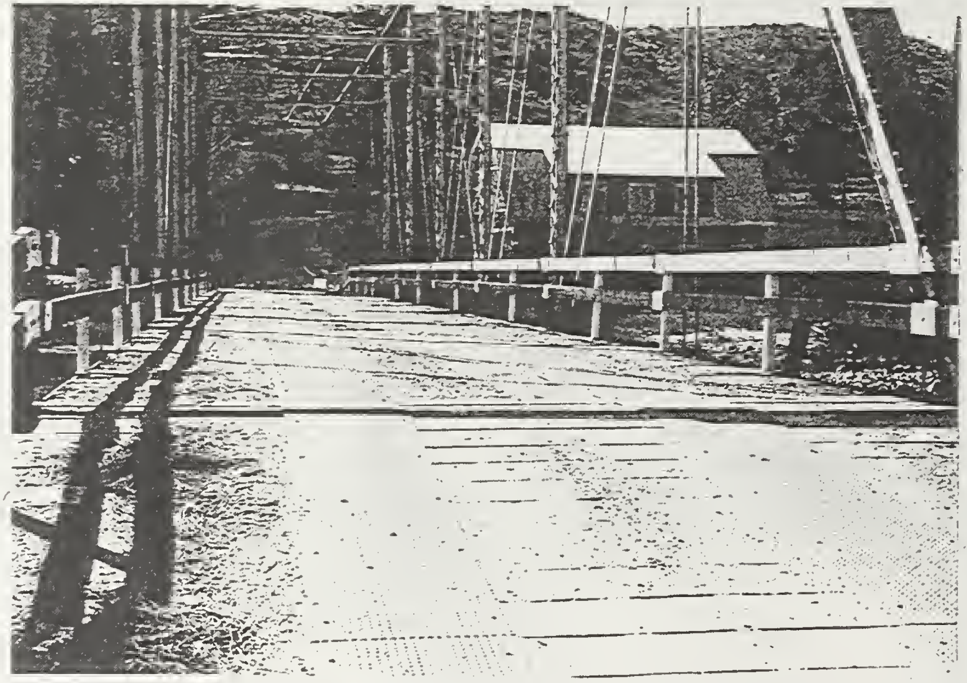
Structure Number L 48 132 000 +0.1001

Location 2 mi NE Absarokee

Form BMSPIC



Profile looking East



New rail & deck running planks

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of Transportation

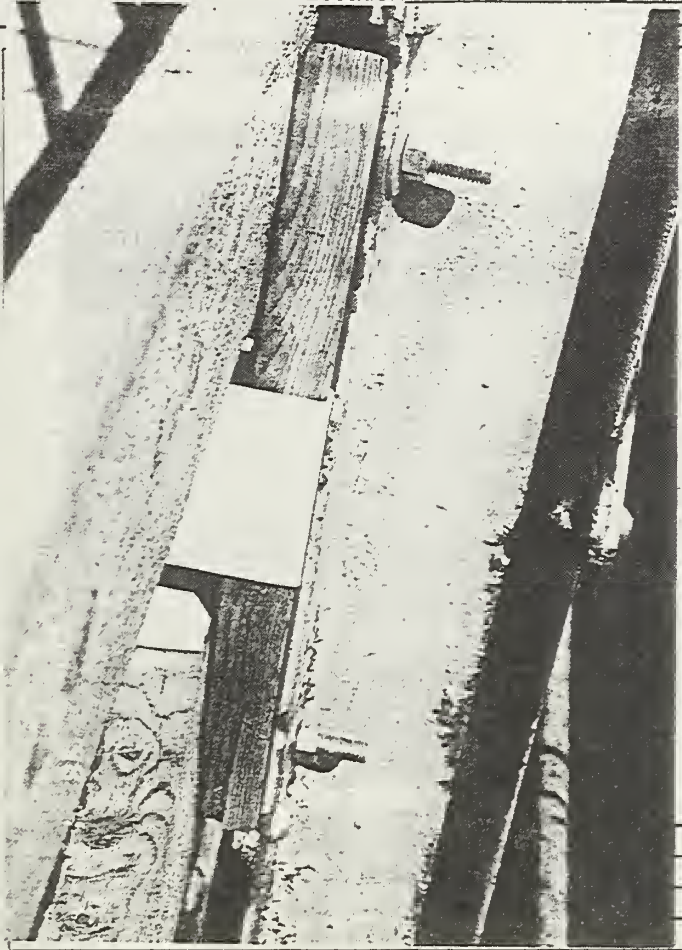
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE____ OF ____

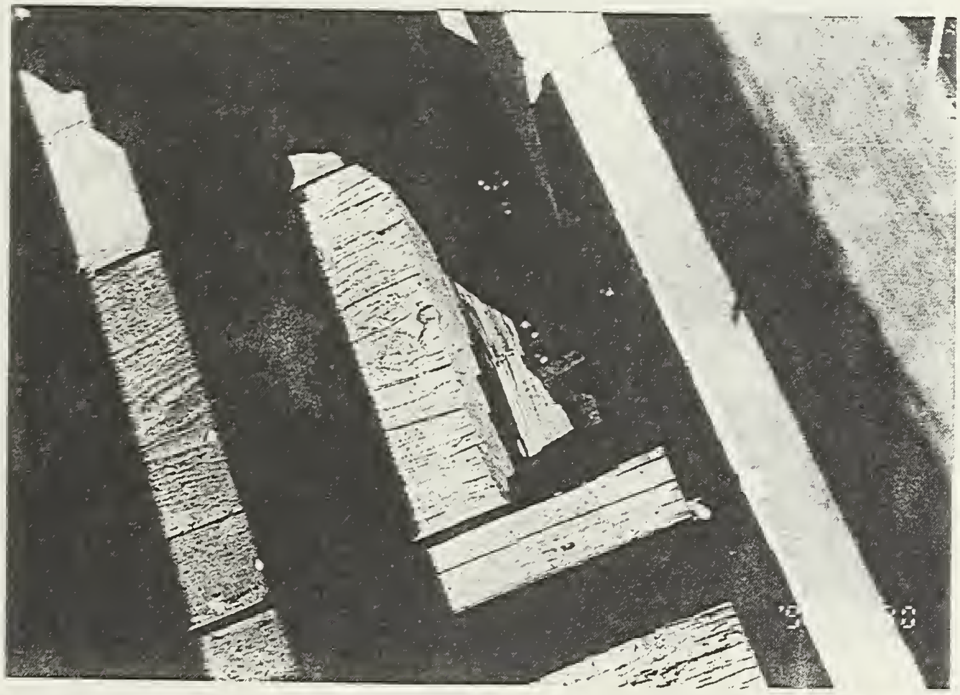
Structure Number L 48132000 + 01001

Location 2 M NE Absarokee

Form BMSPIC



Connections of new rail
bolted through vertical
truss members - typical
throughout main span
RT & LT



Exterior stringer condition
@ connections RT typical

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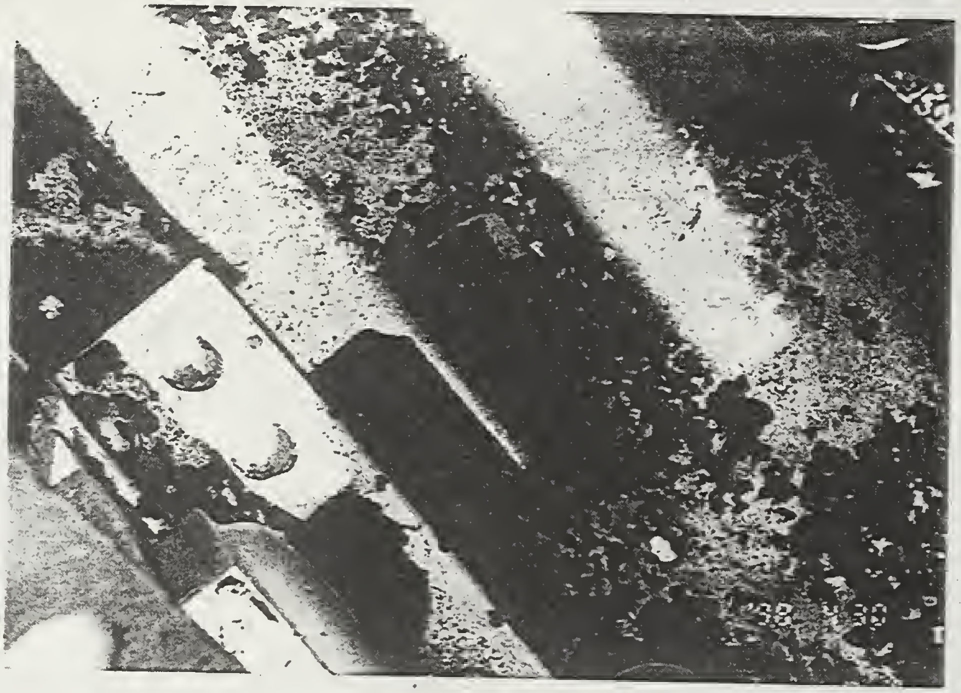
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE____ OF____

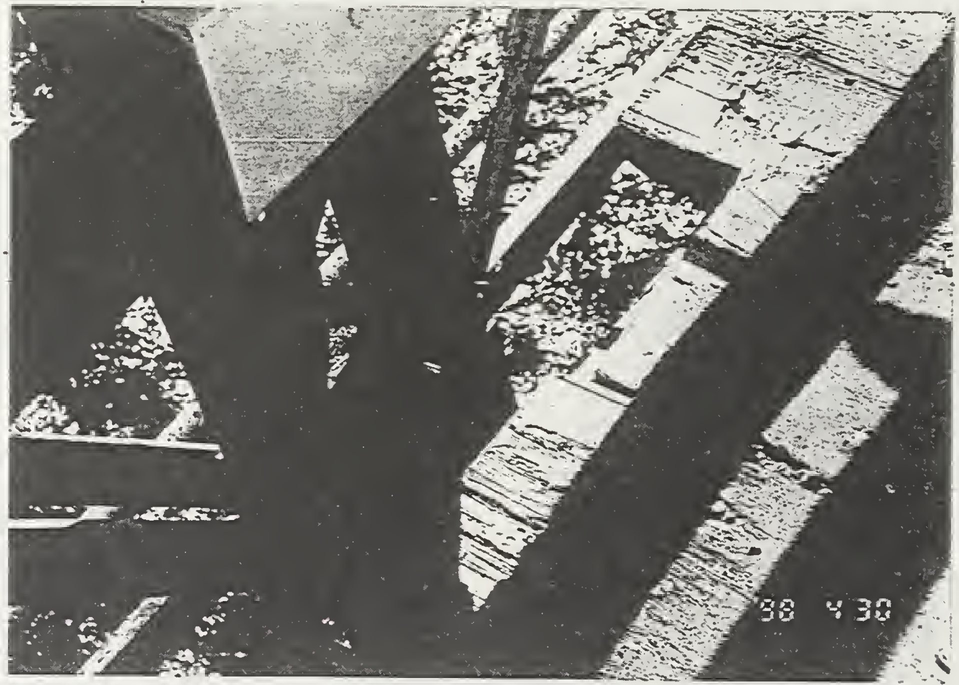
Structure Number L 45 132CCC + C1CC1

Location 2 m. NE Absarokee

Form BMSPIC



Failed Anchor @ LT Pier 3



Typical condition of deck planking ends
paint system failure c̄ corrosion @ connections
(RT side near mid span)

Montana Department of Transportation

PHOTOGRAPHIC INSPECTION INFORMATION

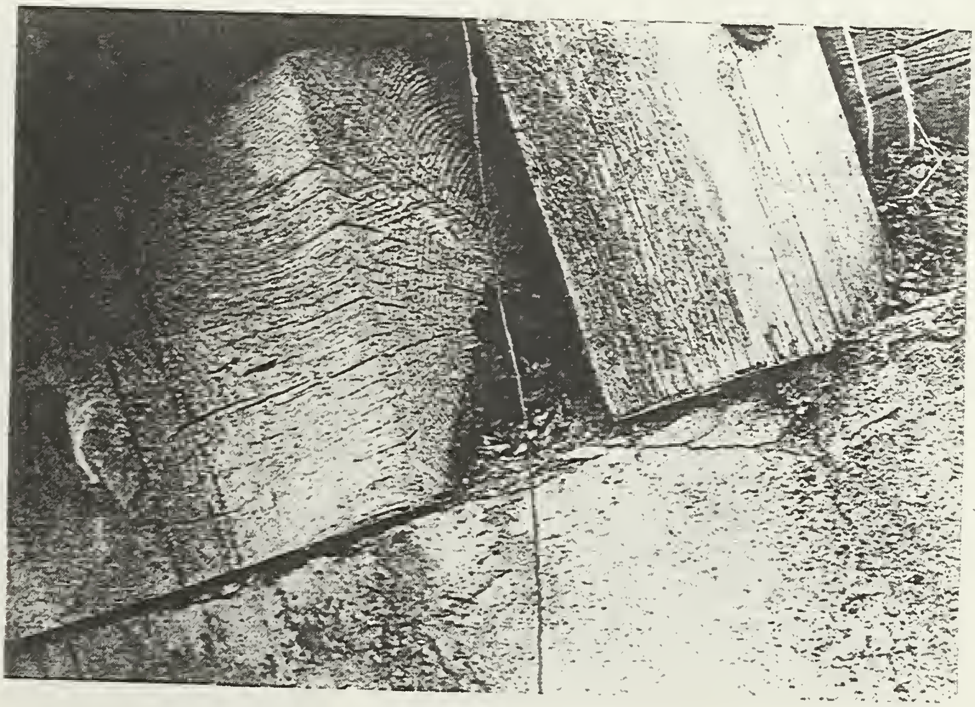
PAGE ___ OF ___

Structure Number L 48132000 + 01001

Location 2 M NE Absarokee

Form BMSPIC

Spalling / Scaling & Void @ LT Abut 1 Wing



Decay in Timber cap @ LT Abut 1

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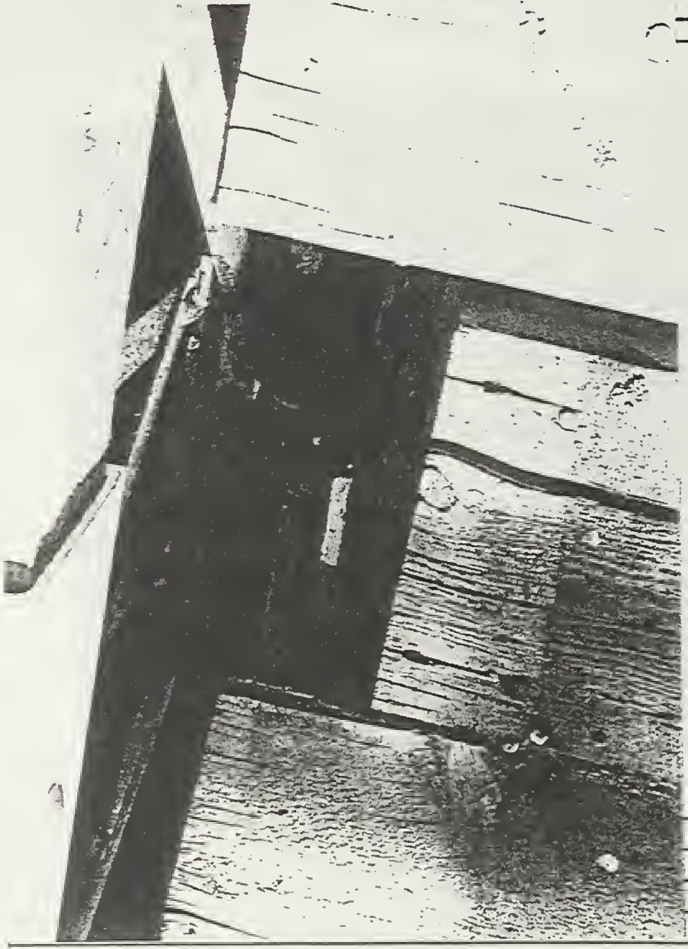
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE___ OF ___

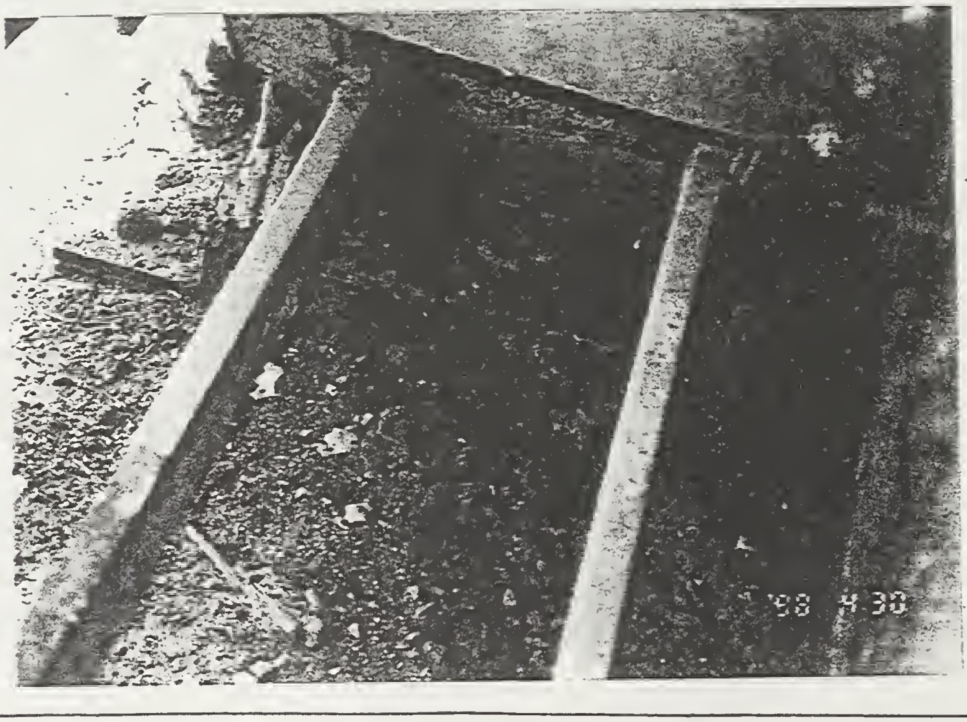
Structure Number L 48132000 + 01001

Location 2 M NE Absarokee

Form BMSPIC



Typical exterior stringer condition @ LT. Note also typical condition @ connection of corrosion & debris in crevices



Typical fixed bearing condition
Pier 2 RT

Montana Department
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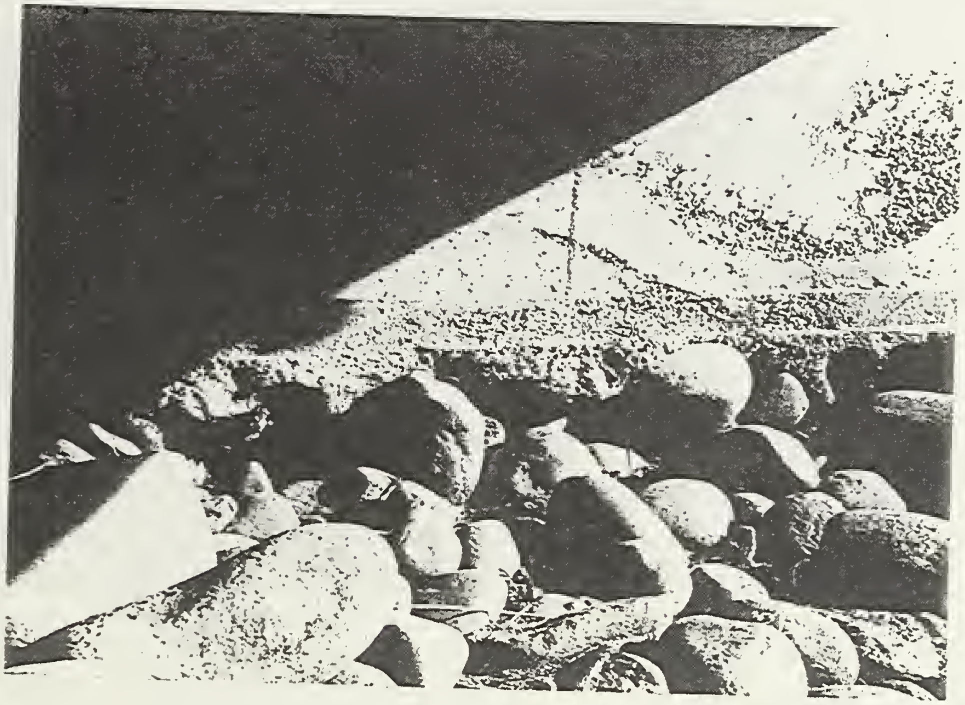
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE____ OF ____

Structure Number L 48132000 + 01001

Location 2 M NE Absarokee

Form BMSPIC



Exposed Footing @ Abut 4

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of Transportation

PHOTOGRAPHIC INSPECTION INFORMATION

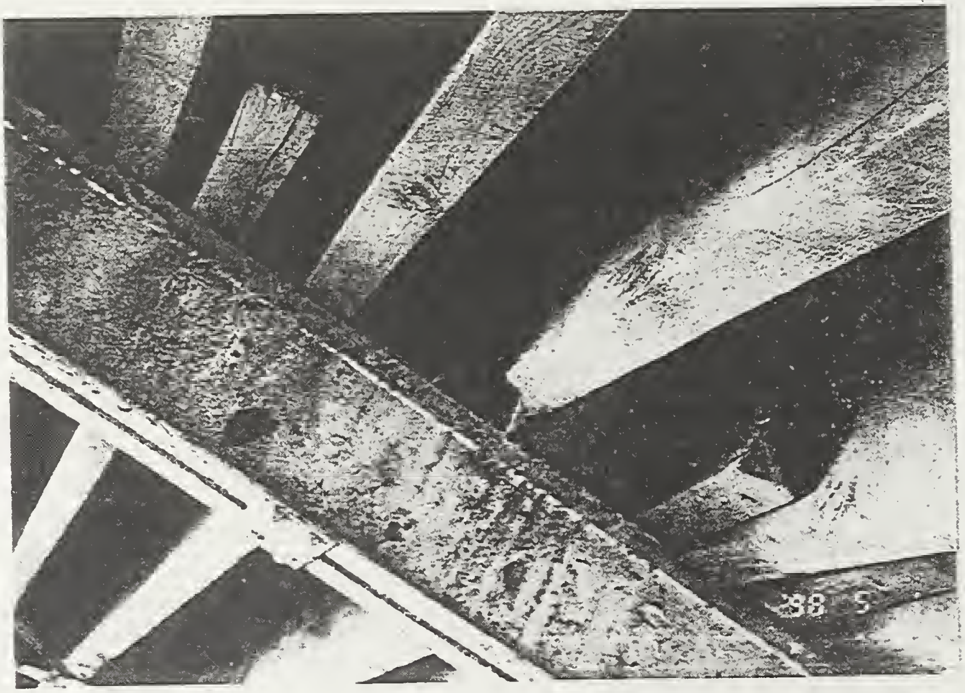
PAGE___ OF ___

Structure Number L 48132000 + 01001

Location 2 M NE Absarokee

Form BMSPIC

RT wing @ Abut 1 w/ exposed rebar "honey comb" condition typical in concrete elements.



Fire damaged stringers @ Pier 3 LT of [illegible]

INITIAL ASSESSMENT FORM

FOR

County Road bridge over Stillwater River

13± km westerly (8± mi upstream)

from

“Riverside”/“Garrigus”/“Thompson’s” bridge

Montana Department
of Transportation
Printing Date : Monday, September 29 1997

INITIAL ASSESSMENT FORM FOR STRUCTURE :
L48133000+05001
7M W ABSAROKEE

Page 1
of 3
Form: bms001web

General Location Data

District Code, Number, Location :05 Dist 5 BILLINGS
Division Code, Location : 51 BILLINGS
County Code, Location : 095 STILLWATER
City Code, Location : 00000 RURAL AREA
Kind of Hwy Code, Description : 44 County Hwy
Route Number : 48133
Owner by Code, Description : 2County Highway Agency
Maintained by Code, Location : 2County Highway Agency
Intersecting Feature : STILLWATER RIVER 036
Kilometer Post : .804673
Structure on the State System : ☐
Structure on the NHS : ☐
Structure Latitude : 45^31'48" 45 31 46
Longitude : 109^34'30" 109,3428

Structure Rating & Posting Data

Loading Data :

Design Loading Code, Desc :	[redacted]	0 Other or Unknown
Inventory Load, Type, Desc :	13.6 [redacted]	2 AS Allowable Stress
Operating Load, Type, Desc :	24.4 [redacted]	2 AS Allowable Stress
Posting Code, Desc :	[redacted]	3 10.0-19.9%below

Rating Data :

	Operating	Inventory	Posting
Truck Type 1 :	-1	15	15
Truck Type 2 :	-1	18	
Truck Type 3 :	34	20	

Structure Deck, Roadway & Span Data

Structure Length : 31.70 M
Deck Area : 157 M SQ
Deck Roadway Width : 4.97 M
Approach Roadway Width : 7.32 M
Number of Main Spans : 1
Number of Approach Spans : 0

Traffic Data

Total ADT : 100
Truck Percent : 3 %
ADT Count Year : 1995

Structure Construction Data

Construction Project Number :
Construction Station : +
Construction Drawing Number : none
Construction Year : 1984
Reconstruction Year : 0

Structure Vertical & Horizontal Clearance Data

Vertical Clearance Over : 3.51 M
Horizontal Clearance Under Right : 0.00 M
Vertical Clearance Under : 0.00 M
Horizontal Clearance Under Left : 0.00 M

NBI Inspection Data

Inspection Due Date : 01 January 1998
(91) Inspection Fequency (months) : 24
(90) Date of Last Inspection : 01 January 1996
Sufficiency Rating : 49
(90) Inspection Date : 5-12-98 ✓
Structure Status : Fuctionally Obsolete

(67) Structure Rating :	4	[redacted]
(58) Deck Rating :	6	6
(59) Superstructure Rating :	7	7
(60) Substructure Rating :	7	7
(68) Deck Geometry	3	[redacted]
(72) App Rdwy Align :	6	6
(41) Posting Status	P	[redacted]
(36A) Bridge Rail Rating :	0	0
(36B) Transition Rating :	0	N ✓
(36C) Approach Rail Rating	0	N ✓
(36D) End Rail Rating :	0	0
(62) Culvert Rating :	N	N
(61) Channel Rating :	8	8
(113) Scour Critical :	U	[redacted]
(71) Waterway Adequacy	9	9

Crew Hours for inspection : -1 1 ✓
(112)Structure of NBI Length : ☒
Snooper Required : N
Snooper Hours for inspection : -1
Unrepaired Spalls : -1 M SQ –
Deck Surfacing Depth : IN –

Rich Hutton

Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE 2 OF 3

Structure Number L 48 133 000+ 0.500-1

Location 7 mi W Absarokee

Form BMSADD

Element Inspection Date :	5-12-98	Skew Angle :	—	Design Description :	02 Multi Girder
Span Description :	MAIN-0	Left Curb Width :	—	Material Description :	7 Timber
Inspector Initials:	RH MC	Right Curb Width :	—		

Element No.	31								
Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Timber	1	157	m^2			100			

Quantity Calc.

Inspection Notes metal runners have been placed atop moderately worn glulam sections of decking

Element No.	111								
Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Timber Girder	1	127	m	95	5				

Quantity Calc. 31.7 x 4 = 126.8

Inspection Notes massive glulam girders – some weathering

Element No.	215								
Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
RC Abut	2	24	m		60	40			

Quantity Calc. 12 x 2 = 24

Inspection Notes Abut is composed of original with newer breast wall both Abuts – A typ old wings are 5 m timbers to retain fill – at back wall above new breast wall are 6 m of Timbers for backing and to retain roadway fill – Timber elements are large timbers and sufficiently sturdy for their intended purpose – See typical Wing/Abut photo – scaling at waterline and above on newer breast walls

Montana Department
of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE 3 OF 3

Structure Number L48 133 000 + 0.500-1

Location 7mi W Absarokee

Form BMSADD

Element Inspection Date :	5-12-98	Skew Angle :	–	Design Description :	02 Multi Girder
Span Description :	MAIN-0	Left Curb Width :	–	Material Description :	7 Timber
Inspector Initials:	RH MC	Right Curb Width :	–		

Element No. 332

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Timber Rail	1	43	m		60	40			

Quantity Calc. 31.7 x2 43.4

Inspection Notes Glu lam rail – some deterioration in areas – due to impacts and weathering – Rail supported by metal posts which are all showing signs of freckled rust throughout

Element No. 313

Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Fixed Bearings	1	8		ea	80	20			

Quantity Calc.

Inspection Notes See photo – home made bearings anchored into breastwall and secured to girders some light corrosion

Element No.

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5

Quantity Calc.

Inspection Notes

Montana Department
of Transportation

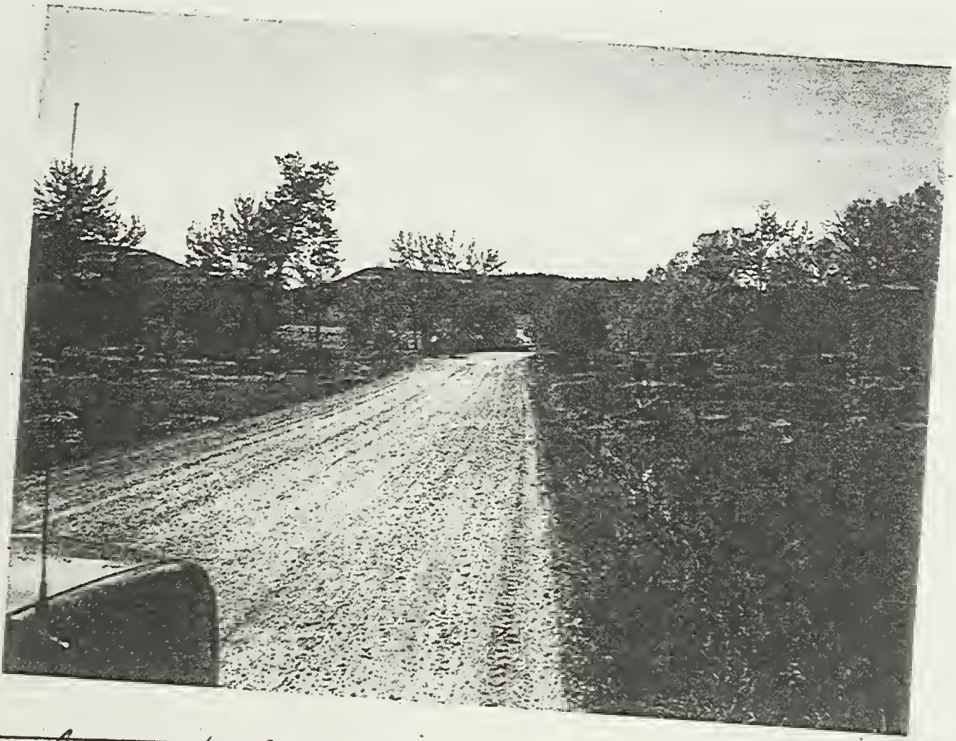
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE____ OF ____

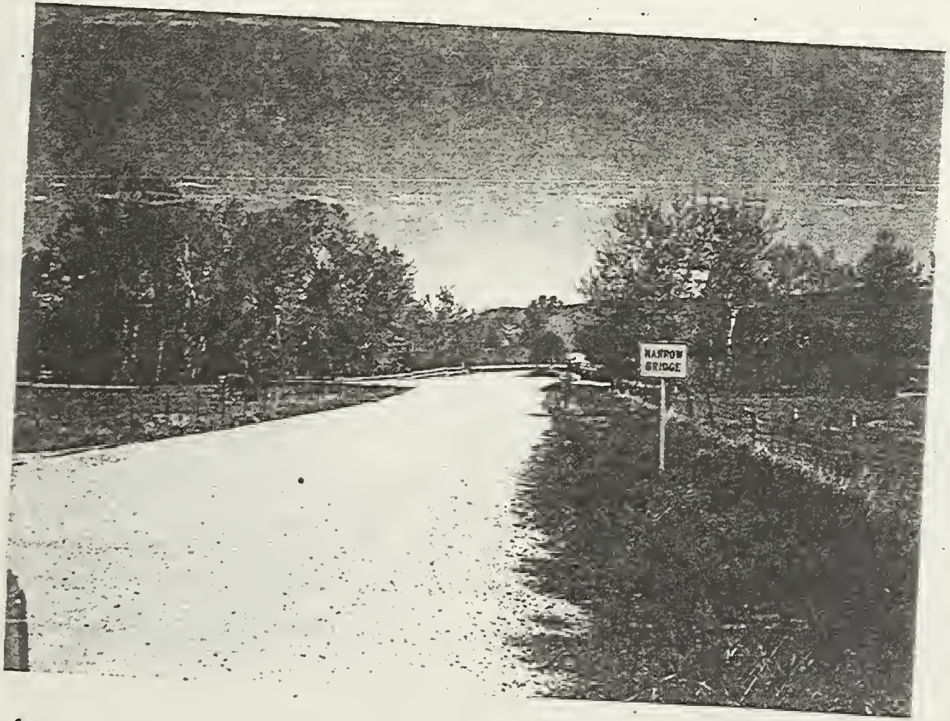
Structure Number L48 133 000+0.500-1

Location 7mi W Absarokee

Form BMSPIC



Narrow bridge North



Narrow bridge South

Montana Department of Transportation

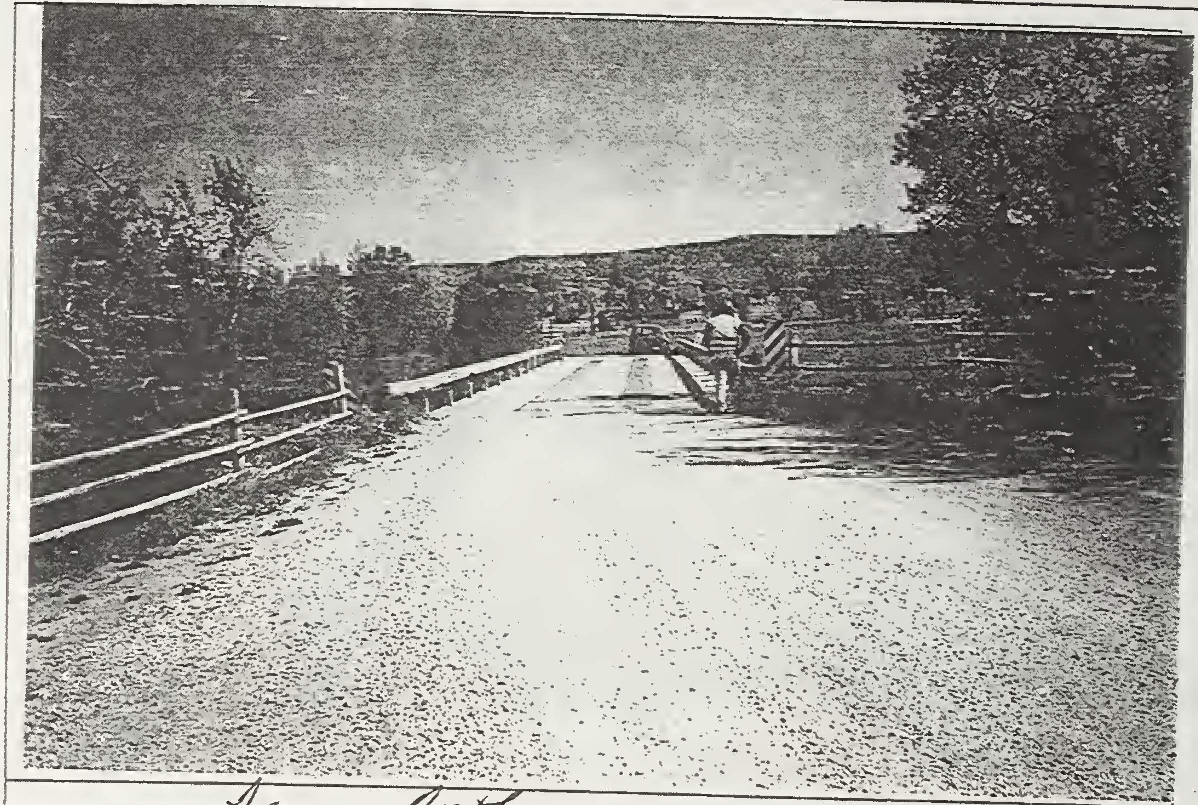
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE____ OF ____

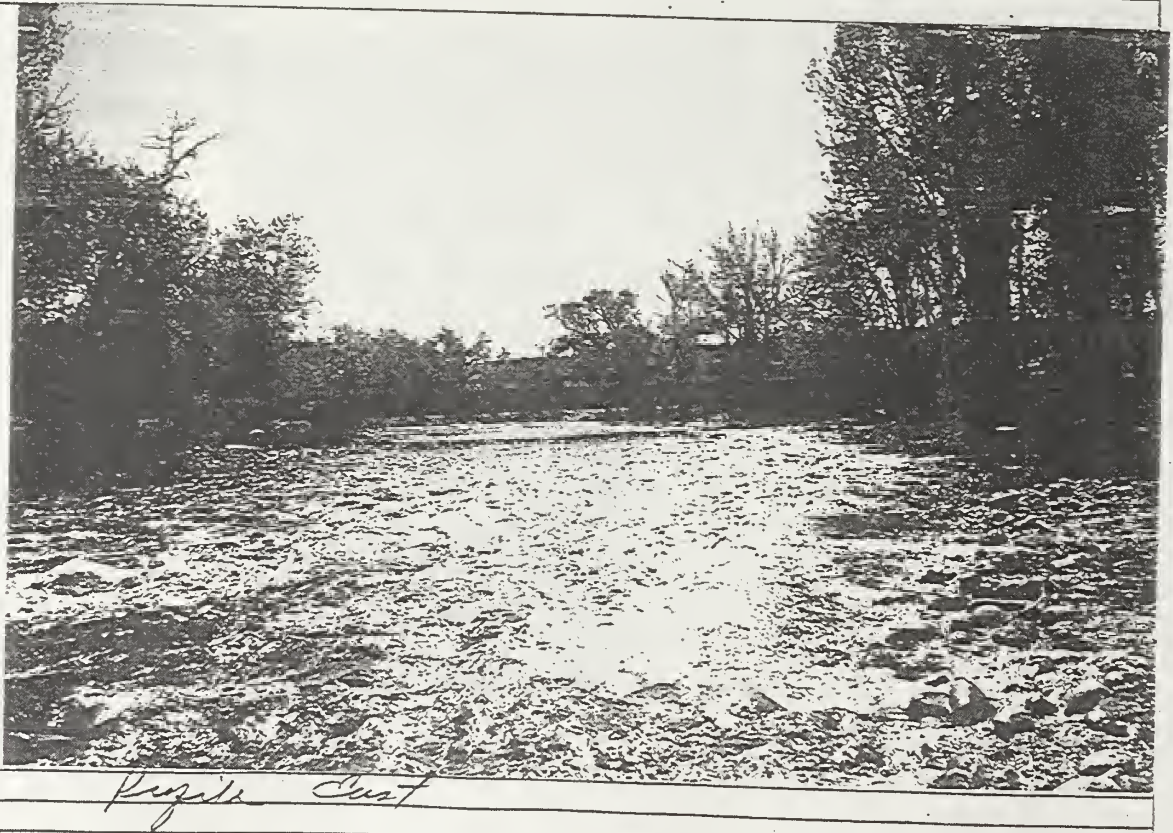
Structure Number L48133 000+0.500-1

Location 7mi W Absarokee

Form BMSPIC



App North



Profile East

Montana Department
of Transportation

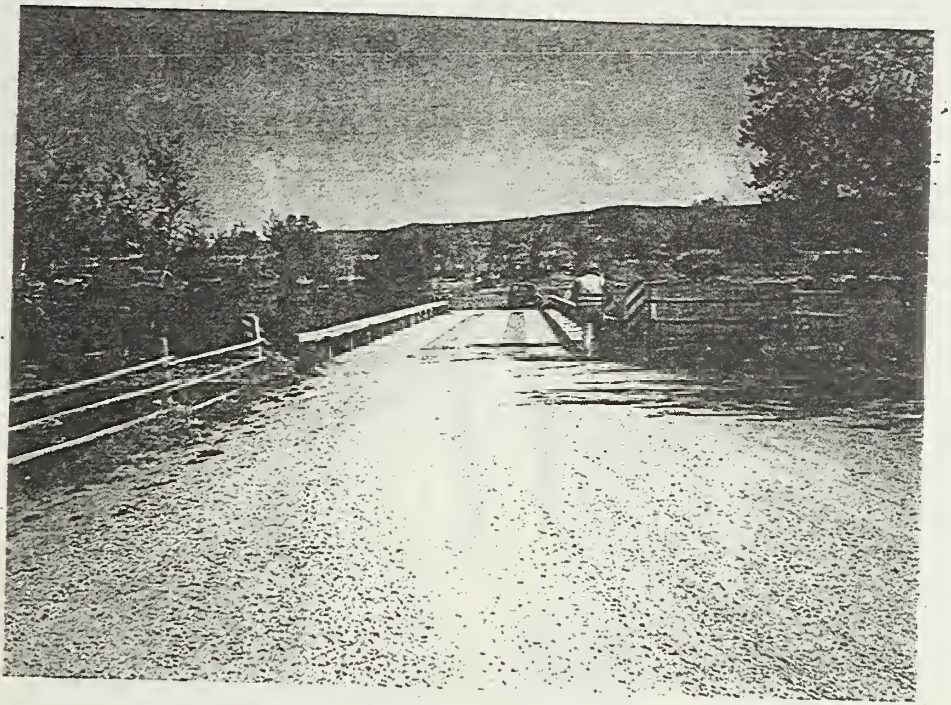
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE____ OF____

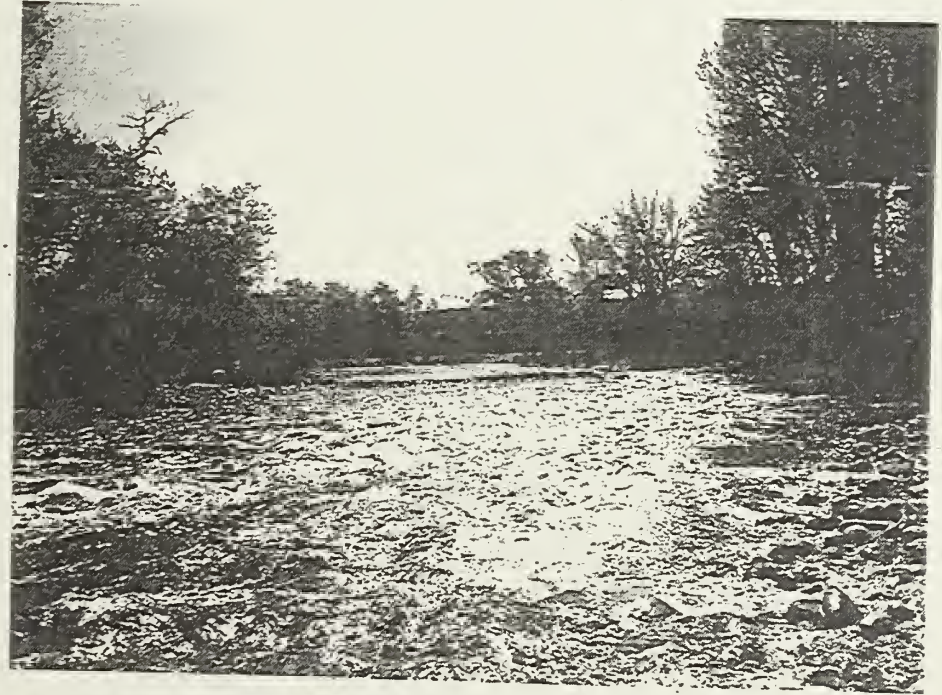
Structure Number L48133 000+0.501

Location 7mi W Absarokee

Form BMSPIC



App North



Profile East

Montana Department
of Transportation

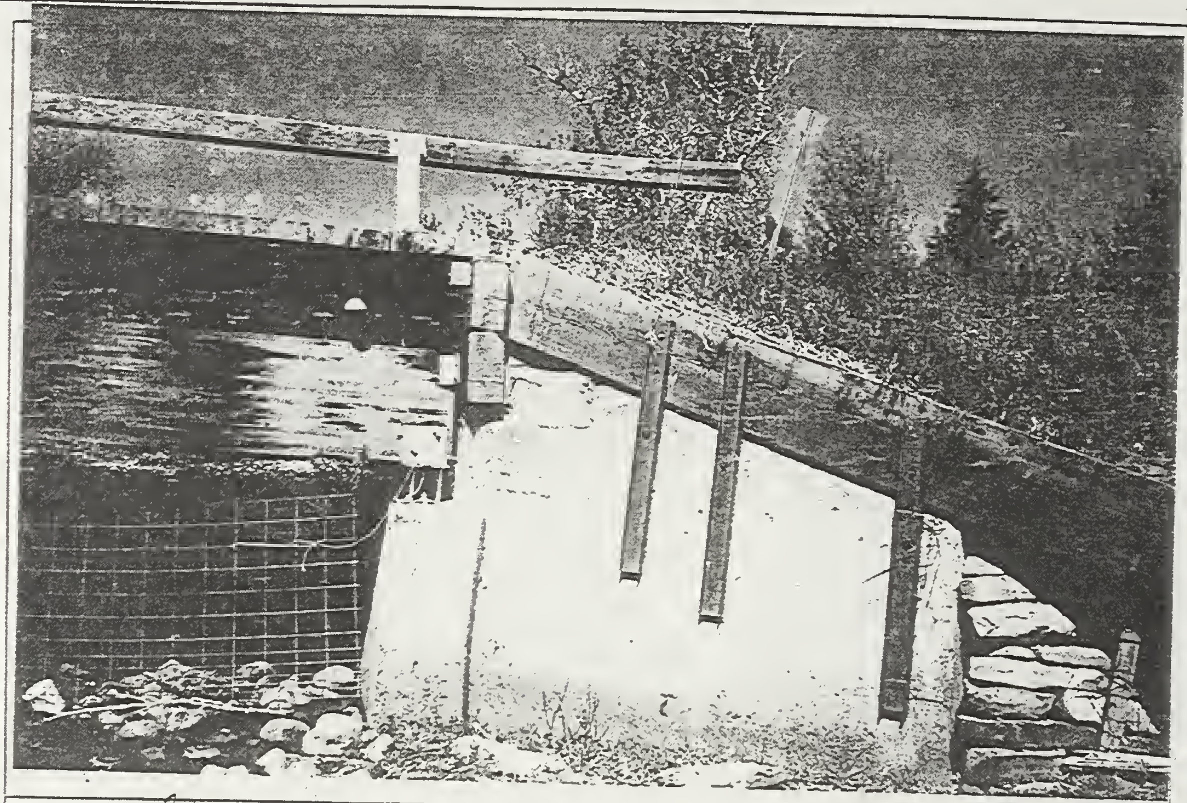
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE____ OF____

Structure Number L48 133 000+0.500-1

Location 7 mi W Absarokee

Form BMSPIC



Abut 2 RT - typical detailing

APPENDIX F

Farmland Protection Policy Act

AD-1006 form

MASTER FILE COPY

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 06-Apr-99
Name Of Project STILLWATER R NE ABSAROKE	Federal Agency Involved USDoT - Federal Highway Administration
Proposed Land Use highway right-of-way	County And State Stillwater , Montana
PART II *(To be completed by SCS)*	Date Request Received By SCS

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply — do not complete additional parts of this form).*	Yes ☐ No ☐	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	1.65			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	3.27			
PART IV *(To be completed by SCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*				

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area Nonurban Use	15	15			
2. Perimeter In Nonurban Use	10	10			
3. Percent Of Site Being Farmed	20	10			
4. Protection Provided By State And Local Government	20	0			
5. Distance From Urban Builtup Area	(N/A)	(N/A)			
6. Distance To Urban Support Services	(N/A)	(N/A)			
7. Size Of Present Farm Unit Compared To Average	10	1			
8. Creation Of Nonfarmable Farmland	25	0			
9. Availability Of Farm Support Services	5	4			
10. On-Farm Investments	20	5			
11. Effects Of Conversion On Farm Support Services	25	0			
12. Compatibility With Existing Agricultural Use	10	0			
TOTAL SITE ASSESSMENT POINTS	160	45			
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	100			
Total Site Assessment *(From Part VI above or a local site assessment)*	160	45			
TOTAL POINTS *(Total of above 2 lines)*	260	145			

Site Selected: A	Date Of Selection 06-Apr-1999	Was A Local Site Assessment Used? Yes ☐ No ☒

Reason For Selection:

"Total Points" less-than 160, therefore under 7 CFR 658.4(c) part (2): "Sites receiving a total score of less than 160" (will) "be given a minimum level of consideration for protection and no further sites" (need) "be evaluated."

(See Instructions on reverse side)

Form AD-1006 (10-83)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C, together with maps indicating locations of site(s), to the Soil Conservation Service (SCS) local field office and retain copy D for their files. (Note: SCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the SCS State Conservationist in each state).

Step 3 – SCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 – In cases where farmland covered by the FPPA will be converted by the proposed project, SCS field offices will complete Parts II, IV and V of the form.

Step 5 – SCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for SCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal polices.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.

2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in §658.5(b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighted zero, however, criterion #8 will be weighted a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 13 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points", where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points; and alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site ``A.''}$$

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